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TAKEN BY SIEGE
is the serial story of the year, and portrays real life as it is today.

The Evening Gazette.

READ THE WANTS in the GAZETTE today and every day.
You can get a want in the GAZETTE for TEN CENTS a day.

VOL. II.---WHOLE NO. 302. ST. JOHN, N. B., SATURDAY, MAY 18 1889. PRICE TWO CENTS

AMUSEMENTS.

MECHANICS' INSTITUTE

Special Combination Matinee,

The 'WOOD—ST. JOHN Co., and the SPANISH STUDENTS QUINTETTE in Mr. Wood's masterpiece "DAVID GARRICK," as played by him over 1,500 times.

Popular prices 35 cents; Children 25 cents.

Tickets to A. C. Smith & Co's and Box Office.

SATURDAY EVENING, May 18th—The Wood-St. John Co., in the Laughing Comedy, "PRIVATE SECRETARY."

MONDAY EVENING, May 20th.—Last appearance of the popular Wood-St. John Co., in a special production of "SHE STOOPS TO CONQUER."

Reserved seats at A. C. Smith & Co's. Popular prices.

These firstclass entertainments deserve and hope to receive overflowing houses.

GOD SAVE THE QUEEN.

MECHANICS' INSTITUTE.

FINCH DRAMATIC CO.

One night only,

TUESDAY May 21st.

Immense success: Crowded Houses Everywhere.

In their new play—the great sensational five act Drama,

A SOCIAL GLASS!

Replete with many startling scenes, stirring pictures and grand tableaux. New Scenery, New Costumes, New Music.

First Production in this city of this great sensational Drama, which is endorsed by Pulpit and Press everywhere.

The Kingsville Cornet Band will discourse some of its finest selections between the acts, and will give an half-hour open-air concert on the band stand, King Square, on night of performance, commencing at 7 o'clock. Doors open at 7 o'clock Curtain rises at 8 sharp.

Admission to hall 25c; Balconies 15c; Gallery 10c. On sale at Box office.

BOARDING.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

WANTED.

WANTED—Twenty five pairs of Roller Skates. State price wanted. When writing address Truro GAZETTE OFFICE.

WANTED—AN EXPERIENCED NURSE girl; first class wages. MRS. LOUIS GREEN, 59 King Street.

WANTED—A good general servant, good wages will be paid to a satisfactory person. Apply to MRS. JOHN CHESLEY, Douglas Road.

WANTED—The people to know that Jones, the instalment man, keeps only at 36 Dock st., and has no connection with any other concern.

LOST.

LOST in the ladies' dressing-room of the I. C. R. Depot, St. John. A ladies' gold ring, set with pearls and rubies.
The finder will be rewarded by leaving it at this office.

A LARGE BROWN DOG, with long hair answering to the name of "Garry," Was lost or taken off the street, at or near Mr. Furlong's building on Charlotte street to-day, Anyone returning the dog to J. A. McINNIS will be suitably rewarded.

A PASS for the street cars, of no use to any person but the owner.
The finder will receive a reward on leaving the same at the GAZETTE Office.

FOR SALE

A GOOD FARM HORSE, kind and gentle, a willing worker. Price $50.
A. LORDLY, Paradise Row.

FOR SALE—The pleasantly situated House, 134 Brittain near Sydney st., containing 9 Rooms, W. C. &c. Terms easy. For particulars apply to H. J. PITTS, 179 Union St.

TO LET.

TO LET—DWELLING HOUSE, No 274 Princess street, formerly occuppied by G. J. Chubb, Esq. Possession given immediately.
ALSO—DWELLING HOUSE, No 272 Princess street, at present occupied by C. A. Palmer, Esq. Possession gtven about 1st June, Rent low to good tenants. Anything that may be required to put the houses in thoroughly good order will be done. Apply to E. & R. McLEOD, Barristers, Ritchie's building.

TO LET—Two Houses, situated on King St East Nos. 219 and 221. All modern improvements. Good Barn and Yard to each. Apply to CHAS. PATTON, 293 Princess st.

HOUSE TO LET, partly furnished, 244 King street, (east.) Large yard and garden. 10 rooms, with all modern improvements. Gas and water.
Also a Building on St. Davids st, suitable for workshop. Apply to MRS. H, ROBERTSON, 224 King street east.

TO LET—The UPPER FLAT in house Guilford street, Carleton, lately occupied by C. A. Shamper. Apply to A. H. DEMILL, Palmer's building.

TO LET—House known as "The Ferns," on the Bay Shore, near Carleton. Apply to A. H. DEMILL, Palmer's building.

TO LET—A pleasant and convenient Flat, six rooms, 218 Duke st, Apply at premises.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barns, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.

TO LET—From 1st May next, for one or more years, two shops with small rooms attached. Also a large workshop in rear, suitable for a carpenter or tinsmith. Apply on the premises, 18 Church street, to G. PATTISON.

FOR SALE, OR TO RENT—From 1st May next, pleasantly situated Brick House, No. 95 Hazen street, at present occupied by K. Shives, Esq. House contains 11 rooms, with bath room, gas and water; good yard in rear; location finest and most desirable in the city. For further particulars apply to FRANK W. MULLIN, care American Rubber Store, 65 Charlotte street.

TO LET—A DESIRABLE SELF-CONTAINED Tenement, No. 161 Waterloo street, containing 10 rooms, with all modern improvements, bath room, arranged for hot and cold water; also good sewerage. For further particulars, apply to T. Youngclaus, City Market Clothing Hall, 51 Charlotte Street.

TO LET—No 169½ Queen street, now occupied by Mr. Chas Ledford; six rooms, including bath room. May be examined any afternoon. E. T. C. KNOWLES, 107 Prince Wm. street.

TO LET—The COTTAGE situate in Lancaster belonging to the Estate of the late John Clark; contains ten rooms, with china closet, bath room, hot and cold water, and water closet; frost-proof cellar; hot air furnace, etc, etc; also Garden with apple trees, currant bushes, etc. House will be let separately or with Farm containing 70 acres in good state of cultivation. Will be let for one or more years. Enquire of W. W. Clark, Mayor's office. W. W. CLARK and J A CLARK, Executors.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A L SPENCER, on the premises.

TO LET—From first of May next, the commodous premises, No. 163 Germain street, at present occupied by W. Malcolm Mackay, Esq. This is one of the best finished and most centrally located dwellings in the city; has hot and cold water, gas and other conveniences. May be seen on Tuesday and Friday afternoons from 3 to 5. Apply to W. J. DAVIDSON, 87 Water street.

TO LET—From first of May next, the premises on Sydney street, at present occupied by Chas. G. Turnbull. May be seen on the afternoons of Wednesday and Thursday of each week. For rent and other particulars apply to W. J. DAVIDSON, Water street.

TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

TO LET—Lower flat of the house 25 Exmouth street, six rooms, modern improvements, hot and cold water. Apply on the premises.

Removal Notice.

JAMES S. MAY & SON,
Merchant Tailors,
HAVE REMOVED TO THE
Domville Building, Prince Wm. St.,
premises formerly occupied by the Bank of Montreal, and are now ready for business.
Stock Complete for Summer Trade
and will be added to from time to time with the Latest Incoming Novelties.

JUST OPENING,

A fine assortment of
CHILDREN'S CARRIAGES
Styles, Quality and Prices warranted to suit. Give us a call before purchasing.

HUTCHINGS & Co.
Mattress and Bedding Warerooms,
101 to 107 Germain Street.
Agents for the Celebrated Ideal Washer.

WEATHER PROBABILITIES—Fine, followed by showers, slightly cooler.

Last August when we sold every piece of Dress Goods we had, every piece of Print, every Parasol, every pair of Curtains, and you were thinking only of the bargains you were getting then, what do you suppose we were thinking, of now--of the time when we would be reaping the benefit of our own sacrifice then.

IS IT WORTH ANYTHING IT COSTS U NOTHING

Is it worth anything to you that the stock from which you make your selections should be perfectly fresh and new?----It costs you nothing.

Think of a Store without one piece of last season's Dress Goods or Prints, without an old Parasol or pair of Curtains. Think of a bran new Store opening every morning in the year and you have a fair conception of

HUNTER, HAMILTON & McKAY
97 KING STREET.

WALL PAPERS.
I have just received another large lot of new Goods of all grades, borders to match, also, a large variety of plain and decorated window shades.
F. E. HOLMAN, - - - 48 King Street.

DANIEL & ROBERTSON.

LINENS. LINENS.

Intending purchasers of these goods will find it to their advantage to see our well assorted stock.

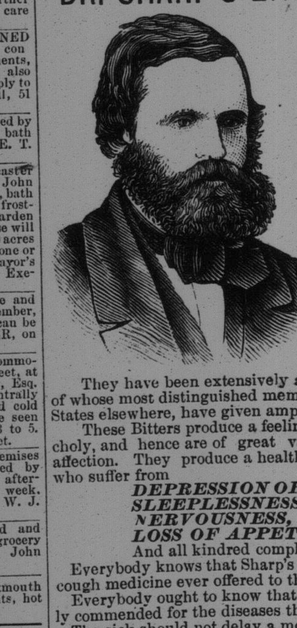
Table Damask in 6qr, 7qr, 8qr, 9qr, 10qr;
Turkey Tabling in 54 56 and 60in;
Linen Table Scarfs;
Crashes, Towellings and Towels &c.

LONDON HOUSE RETAIL.

KEDEY & CO.,
DRY GOODS.

First sale has been a grand success at their new store,
213 UNION STREET,
Next to the Corner of Waterloo st.
A few ends of those cheap Summer Silks left, at 30 cents. Call early if you wish one. K. & Co.

DR. SHARP'S ENGLISH TONIC BITTERS.



These well known and unrivalled BITTERS, prepared by a peculiar and elaborate Chemical process, from rare plants and herbs, and entirely free from all mineral, acid, and other noxious ingredients, have been found the most useful in Dyspepsia or indigestion, Diseases of the Liver and Kidneys, and Irritability of the Bowels.

In all cases of Debility; whether arising from illness, fatigue, or other causes, they prove eminently serviceable and afford *incalculable benefit*; and, being devoid of all spirituous and other injurious stimulants, may be given with happiest effects to *young children*, correcting in them the tendency to the generation of worms, and other Bowel complaints.

FOR FEMALES these Bitters are peculiarly suitable, giving tone and vigor to the system, and imparting new strength to the frame, which *protracted nursing* or other exhausting causes may have impaired.

They have been extensively and successfully used by the Medical Faculty, many of whose most distinguished members in New Brunswick, Nova Scotia, the United States elsewhere, have given ample testimony in their favor.

These Bitters produce a feeling of buoyancy, removing depression or melancholy, and hence are of great value in the treatment of Mental and Nervous affection. They produce a healthy flow of the secretions, and should be used by all who suffer from

DEPRESSION OF SPIRITS,
SLEEPLESSNESS,
NERVOUSNESS,
LOSS OF APPETITE,
And all kindred complaints.

Everybody knows that Sharp's Balsam of Horeround and Aniseseed is the bes cough medicine ever offered to the public.

Everybody ought to know that Sharp's English Tonic Bitters cannot be too highly commended for the diseases they are recommended to cure.

The sick should not delay a moment in procuring and using these bitters. Sold wholesale by T. B. Barker & Sons, St. John, and at retail by all druggists. The price is reduced so as to come within the means of all to 75 cents per bottle.

PREPARED BY
Sharp's Balsam Manufacturing Company, St. John, N. B., to whom orders may be addressed.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating supplies.
Lowest Quotations Gven on Special Supplies.

SECOND EDITION.

THE FERRY SCANDAL.

MRS FERRY SECURES COUNSEL AND WILL SUE FOR A DIVORCE.

She Says the Trouble is Caused by Her Husband's Jealousy.

BY TELEGRAPH TO THE GAZETTE.

SAN FRANCISCO, May 18.—Mrs, Ferry wife of Commisioner Ferry, who caused a scandal in Paris by her arrest at the instance of her husband, a millionaire of Tacoma, W. T., for infidelity and assault upon him, has engaged San Francisco lawyers to bring an action for divorce against her husband. She says the trouble is due to her husbands jealousy. In Paris he introduced to her one Declerq as a man who could speak French and English and who would take his wife and children around and show them the sights. She claims Ferry became jealous of Declerq and his lawyers presented her with an affidavit which they asked her to sign acknowledging that she had been guilty of infidelty. And said if she signed this and consented to her husband's divorce he would give her 10,000 dollars monthly. She refused the cargo.

A Cargo of Cotton on Fire.

BY TELEGRAPH TO THE GAZETTE.

LONDON, May 18.—The Spanish steamer "Emilina" has arrived at Queenstown with the cotton in her fore and main holds burning, from New Orleans. The fire has been burning for two days. The flames spread rapidly and it was found necessary to jettison 140 bales of cotton.

The deck of the steamer has been started in several places, and large quantities of water and steam are being poured on the cargo.

Spanish Conspirators Arrested

BY TELEGRAPH TO THE GAZETTE.

MADRID, May 18.—An Anarchist Republican conspiriacy has been discovered at Sueca, near Valencia. The conspirators are all peasants who planned to take the town yesterday and to sack the houses of the wealthy. The Police and soldiers made many arrests of persons having in their possession firearms and passports for South America.

Allen Thorndyke Rice.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, May 18.—The funeral of Allen Thorndyke Rice took place at Grace church to-day. The pall bearers were the Vice President Levi P. Morton, Walter Blaine representing the Department of State, Gen. W. T. Sherman, ex-mayor Edward Cooper, Pierre Lorillard, Chauncey. M. Depew, S. H. Olin, Wm. Jay, Wm. P. Douglass and W. W. Astor.

A Serious Failure.

BY TELEGRAPH TO THE GAZETTE.

PHILADELPHIA, Pa., May 18.—Almy Manufacturing Co. operating three large woollen mill, indefinitely suspended work last night, owing to the failure of the company. The concern employed about 300 men. Competition and low prices are given as the causes. Liabilities $350,000, assets $400,000.

A Cyclone in Texas.

BY TELEGRAPH TO THE GAZETTE.

GAINESVILLE, Tex., May 18.—A cyclone swept across northern Texas yesterday afternoon. At Forestburg a school-house was blown down, and two children killed. Many others are seriously hurt and three are missing. General destruction has been done to the crops.

He Killed His Sweetheart.

BY TELEGRAPH TO THE GAZETTE.

NIOBRARA, Neb. May 18. Wm. McLaughlin, a private in the fourteenth Infantry, stationed at Fort Randall shot and instantly killed his sweetheart Maggie Lowene on Thursday night. He escaped. Jealousy was the cause.

The Queen in Public.

BY TELEGRAPH TO THE GAZETTE.

LONDON, May 18.—The Queen to day laid the foundation stone of the new buildings which are to be erected at Eton in connection with the College there. The boys attending the College presented Her Majesty with an address to which the Queen replied in a brief speech. She was heartily cheered.

Heavy Rains Delay Travel.

BY TELEGRAPH TO THE GAZETTE.

LEAVENWORTH, Kansas, May 18.—Since last Friday heavy rains have fallen in this locality. Land slides are delaying the trains on all the routes and last night the rapid transit ceased running their trains to Fort Leavenworth because of the dangerous settling of the trestles.

The Weather.

Indication—Warm, fair today followed by local showers and slightly cooler weather on Sunday P. M. or evening southerly winds.

At Chubb's corner to-day G. W. Gerow sold a lot of land situated on the Marsh road to J. J. Forrest for $550.

T. B. Hanington sold a 6 per cent. water bond for $400 at 9 per cent. premium, and three of the same bonds for $1,000, $600 and $400 at 8½ premium.

He also sold four 4 per cent. Province of Nova Scotia bonds at ⅝ per cent. premium.

George Stack the genial junk dealer, when getting into his boat from one of the steamers in the harbor, fell into the water, this morning, and as George said, "I am awful wet."

It is reported that Mr. Fred. Blackadar, will offer for Alderman of King's.

The protesting members of St. Bartholemew's church, Ottawa, have decided to secede from the Church of England and will join the Reformed Episcopal church.

At Dorval near Lachine, an outward bound freight while shunting cars was run into by a second freight and telescoped by a third freight coming east.

Some Good Advice.

ST. JOHN 18 May 1889.

TO THE EDITOR OF THE GAZETTE.

Sir:—The course of your paper has been so independent and so loyal to the interests of St. John, that it seems to me that all good citizens who desire to see our city prosper, and who are true to this Canada of ours, as well as loyal to that country.

"Whose flag has braved a thousand years,
The battle and the breeze,"

should unite in giving the Gazette a willing and generous support.

At a time when one journal in this city, either openly or by ill concealed efforts, is apparently striving to weaken the bonds ef attachment to the mother country, and persists in singing the praises of the great republic to the south of us, and in drawing invidious comparisons between Canada and the United States at a time when there are many in our midst who would approve of the course of that paper, and who bear no love to England, it is surely but reasonable and proper that the community that has so generously contributed, to the success of the Globe in the past, should now rally to the support of the GAZETTE, which is giving such unmistakable evidence of a determination to be true and loyal to the interests of St. John and the Dominion generally, while advocating undiminished allegiance to Great Britain.

Another reason why the GAZETTE has claims upon our merchants and the citizens generally, is that the Telegraph and Globe have adopted towards the former paper a mean and narrow spirit, altogether unworthy of journals aspiring to be regarded as strong and influential, by declining to recognize its existence, by carefully excluding from their columns any mention of its name even. They think perhaps by such course to lesson its influence and possibly to kill it off, but our merchants and citizens show what they think of such illiberal and narrow minded conduct, by bestowing upon the GAZETTE abundant support, and thus show that they know how to appreciate its course.

And if I may be permitted, let me add, that I hope the GAZETTE will push onward and forward, following a pure and clean and manly, loyal line of action such as will commend itself to the best classes of our citizens, and will ensure from them a free and generous support to your paper. I am

A CONSTANT READER.

Telegraphic Flashes.

Projectors of the New York Central branch from Buffalo to Toronto are still talking. It is believed the C. P. R. will secure connection with Buffalo.

Hon. G. W. Ross at a ward dinner in Toronto in a speech advised his hearers to let Canada be the object of their loyal devotion.

Mercier supporters, have commenced to canvass funds to found a paper more sympathetic with the Quebec government.

The Dominion government will grant a goodly sum for the relief of the sufferers by the St. Sauveur fire.

All that was found of Major Short's body after the fire was his crushed trunk without legs and a small fringe of hair at the back of his head.

The Princess Louise and the Marquis of Lorne have telegraphed their sympathy with the sufferers and have ordered a floral tribute to Major Short.

Montreal also offers aid to the St. Sauveur sufferers.

Over 1000 men working along the water front of Brooklyn are on a strike.

Two engines and 24 freight cars with their contents were completely destroyed in the collision near Lachine. Damage $80,000 to $100,000.

Sir Adolphe Caron Minister of Militia has placed 300 circular tents at the service of the Mayor of St. Sauvenr, for the homeless of the fire.

The Mayor of Donville has offered aid to St. Sauveur.

Sergt. Wallack injured in the St. Souveur fire died at 6 p m yesterday.

Fruit or Meat.

The food which is most enjoyed is the food we call bread and fruit. In all my long medical career, extending over forty years, I have rarely known an instance in which a child has not preferred fruit to animal food. I have many times been called upon to treat children for stomachic disorders induced by pressing upon them animal to the exclusion of fruit diet, and have seen the best results occur from the practice of reverting to the use of fruit in the dietary. I say it without the least prejudice, as a lesson learned from simple experience, that the most natural diet for the young, after the natural milk diet, is fruit and whole meal bread, with milk and water for drink.

The desire for this same mode of sustenance is often continued into after years, as if the resort to flesh were a forced and artificial feeding, which required long and persistent habit to establish its permanency as a part of the system of every day life. How strongly this preference taste for fruit over animal food prevails is shown by the simple fact of the retention of these foods in the mouth. Fruit is retained to be tasted and relished. Animal food, to use a common phrase, is "bolted." There is a natural desire to retain the delicious fruit for full mastication; there is no such desire, except in the trained gourmand, for the retention of animal substance. One further fact which I have observed—and that too often to discard it, as a fact of great moment—is that when a person of mature years has, for a time, given up voluntarily the use of animal food in favor of vegetable, the sense of repugnance to animal food is soon so markedly developed that a return to it is overcome with the utmost difficulty.

Neither is this a mere fancy or fad peculiar to sensitive men or over sentimental women. I have been surprised to see it manifested in men who were the very reverse of sentimental, and who were, in fact, quite ashamed to admit themselves guilty of any such weakness. I have heard those who, gone over from a mixed diet of animal and vegetable food to a pure vegetable diet, speak of feeling low under the new system, and declare that they must needs give it up in consequence: but I have found even these (without exception) declare that they infinitely preferred the simpler, purer, and, as it seemed to them, more natural, food plucked from the prime source of food—untainted by its passage through another animal body.—Richardson in Longman's Magazine.

ENLARGED ST. JOHN.

THE CHANGES WHICH UNION WITH PORTLAND HAS BROUGHT ABOUT.

Our Area Increased to 7,810 Acres, and Our Population to 48,000—The Civic Machinery.

St. John has risen today from being the seventh to be the fourth city in Canada in population, and its area has grown from 810 acres, on both sides of the harbor, to 7,810 acres, or almost 12½ square miles.

St. John has increased the number of its wards from nine to thirteen, and the number of its aldermen from 18 to 26, so that the Common Council Chamber will be none too large for our city fathers, who with the Mayer will form the governing body of the city.

The population of the city of St. John, according to the last census, taken in 1881 was 41,353. It is now probably 48,000.

In the former Common Council Carleton was divided into three wards and had one third of the representation; in the present Common Council Carleton will have but four members or one sixth of the whole number, the number of wards having been reduced to two, Brooks and Guys, with their dividing line in the centre of Rodney street.

The city wards on the east side still retain their old names, but in Portland the numbers, have been altered to names, and the wards are now, beginning with the first ward and ending with the fifth, named Lorne, Lansdowne, Dufferin, Victoria and Stanley. As these names represent her most gracious Majesty the Queen, and four of her representatives, as Governors General of Canada, there can be no possible objection to them. The names are pretty and appropriate, as well as historical.

St. John as it now exists retains all its ancient privileges and acquires a number of additional powers which had either been surrendered or had never been exercised. Carleton no longer enjoys exclusive control of the revenues arising from its lands, its fisheries and its water works; all these are merged into the general revenues of the city which assumes the Carleton debt. In the same manner the revenues of Portland become the property of the city, and the Portland debt is part of the city debt. The water and sewerage commissioners on the east side are abolished and the water revenues come under the direct control of the city, while the debt for water and sewerage purposes is now part of the city debt. All the changes are in the direction of simplicity and economy. The same thing has taken place with respect to the schools of St. John and Portland which are now under control of a single board. One Police Court now will serve for the territory of St. John, as enlarged, and the Police Magistrate has been charged with the duty of presiding over the City Court, which has jurisdiction in actions of debt up to $180. One Police force and one fire department will hereafter preserve the the peace, and ensure the safety from conflagrations, of the City of St. John.

The reorginization of the city commenced to day under the act, but the only official changes that took place were in connection with the police department. Mr. B. Lester Peters, who has been police magistrate of the city of St. John since the death of Humphrey T. Gilbert and who was dismissed from office to make room for Solicitor General Ritchie, retired and Mr. Ritchie took his seat. Captain Rawlings of the Portland police force was appointed Inspector of the Portland district and entered upon his duties. Sergeant Weatherhead was appointed to a similar position for the city district, other changes will it is presumed be make in the management of the force, but their character will not be determined until the Board of Public Safety which will have supervision over the Police and Fire departments is constituted which will not be until after the new council is elected and sworn in, which will take another month.

The real organization of the new city will commence on the third Monday in June, but cannot be completed until October 1st, when the Water Commissioners of St. John and Carleton pass out of existence, and the Department of Work assumes charge of the water departments of both cities But little is known of the minor details of the act of union, for notstanding the fact that the legislature has been adjourned some weeks, no official copies of the union act are yet obtainable.

But in general terms the department of works, which will be constituted immediately and which will consist of a permanent officer and seven members of the council, one of whom will be chairman, will have charge over the harbor, streets and public buildings including the water works this autumn.

The department of Finance which will have the handling of all public monies, of which the Chamberlain will be the permanent officer, and which will be constituted in a similiar way to the works department.

The department of public safety will have the charge of the Police and Fire departments.

This will abolish many of the standing committees of the council and stop a great deal of unnecessary rangling over minor positions. It will also place each department under the management of one man with the committee as an advisory board.

Various offices pass out of existence. The receiver of taxes office in Carleton, the West Side Land Agent, the Chamberlain, city Solicitor, Police Magistrate and Chief of Police cease to exist. Numerons petty offices in both cities are abolished or rendered vacant by the act of Union. Today events passed much as they always do and being Saturday very little business of any kind was transacted.

Sir Leonard Tilley is the guest of Fred. Toller at Ottawa. He will start for British Columbia in a few days.

THE QUEBEC FIRE.

How Major Short was Killed.

[Quebec Chronicle]

A detachment of men from "B" Battery, Canadian Garrison Artillery, under command of Lieut.-Colonel Montizambert, had been summoned from the Citadel, and by their coolness and steady discipline, rendered material help to the firemen, and the panic stricken people. As the strong easterly wind impelled the fire further away from the only available water, the exertions of the firemen were directed more towards the salvation of the already burning houses, while the artillery men went to the front to stop the progress of the fire, by demolishing the houses in its course. Ropes and tackling were effectively used, and gunpowder was also called into requisition. Small kegs were exploded in the lower parts of the houses by fuses, the officers freely exposing themselves to whatever danger this implied. Major Short at 6.45 stepped into a wooden house on St Gertrude street near Sauveur street, followed by Sergeant Wallick, to perfect arrangements for its destruction. The importance of the work the soldiers were doing had fully impressed itself upon the onlookers, of whom there were many near by. Hardly had the Major and Sergeant entered the doorway when the gunpowder exploded, presumably by a spark blown in through the open windows. The house was hurled intact several feet into the air, but when it fell, a chaotic mass, the horrified bystanders began to realize the fact that the universal favorite, the intrepid soldier, the gallant Major Short, and Sergant Wallick the riding master of the Battery, lay probably dead or dying under the burning debris. The artillery with a dash began a hasty life and death dislodgement of the boards and beams and hauled from the ruin the still breathing, but fearfully injured and disfigured body of what was three minutes before the stalwart handsome young sergeant whose bearing challenged general admiration. From one arm the ghastly white broken bone protruded, half of one foot had been blown away, both legs were badly broken, face and trunk were wounded and seemed almost a miracle to some near by, when the pinched nerveless lips framed a request for water. Further efforts to reach the spot where the Major lay, were perforce suspended, and the batterymen unable in most instances to maintain their soldierly bearing from excess of feeling were compelled to stand by with idle hands while the flames cracked and hissed over the remains of their officer and companion in arms. Together they had braved danger with unbroken front in riots and street troubles, when blood had freely flown, without a mumer they had suffered the hardships and borne the brunt of the North West campaign against the rebels under Riel. And now it was with tear stained faces and tottering, bent frames that they stood around that blazing pyre, some in speechless horror, some with lamentations upon their lips at being so near their hero and yet so helpless. It was not until three hours had passed that even their impatience could approach the fatal pile. And then when half-burnt beams and rubbish had been thrown aside, a crushed trunk with no legs adhering, with a fringe of the light hair, at the back of the head, about all that remained to identify the body, was what they found and conveyed to their Citadel home.

The Sergeant was tenderly carried to the Marine Hospital, where he revived sufficiently to state that the barerl of powder opened to receive the fuse was ignited by a spark, and that a note of warning sprang to the lips of his superior, just before the explosion hushed his voice forever.

Farewell Meeting.

The Portland Town Council held a special meeting last night. Mayor Chesley in the chair. It will never meet again.

Ald. Busby was absent.

E. H. Melvin, electrician asked for an increase of salary and it was referred to Council of the new city.

The assessment committee, reported in reference to the tax arrears of nine persons and after some discusion the report was adopted.

Payment of bills amounting to, $719,51 was ordered, and Robert Daltons bondsmen were released. W. Rowley, Thos. Burchill and George Moore, were appointed policemen and their coats ordered. J C Woods was appointed a special constable.

Timothy Cusack was ordered payment of $250 for work on a Harrison street retaining wall.

Ald. Wallace moved the following, which was carried:

Resolved. That Alderman Holder be hereby declared disqualified from holding the office of alderman of Ward No. 1 for the cause that he has removed his place of residence without the limits of city, and that he cease to hold the office of alderman.

Carried.

Upon certain conditions the N. B. B. G. A. were permitted to erect a drill shed on Fort Howe.

M. D. Austin, Robert Gaskin, A. T. Moore, Wm. Penaligan and M. O'Mahoney. were appointed enumerators to assist the assessors of taxes in obtaining names of those liable to taxation.

The Auditor was ordered to audit the city accounts to May 18.

It was ordered to pay the cartmen employed by the city $2,50 per day from May 1st, last.

Felicitous speeches were made by the Mayor and several alderman, and, the minutes having been read and certified, the last meeting of the City of Portland Council adjourned, but one brief hour before the city itself gave up its existence.

Sir Adolphe Caron nearly met a serious accident yesterday. He was riding across a bridge when the horse's fore feet broke through. Sir Adolphe is an accomplished horseman and was not thrown.

A CONSPIRACY.

ANOTHER RUSSIAN PLOT IS UNEARTHED.

It is Among the Military Officers Against the Czar—Hundreds of the Conspirators Arrested—The Czarina Completely Unnerved.

BY TELEGRAPH TO THE GAZETTE.

LONDON, May 18.—Advices from St. Petersburg state it has been discovered that the conspiracy among the military officers against the Czar which was recently unearthed in that city, has many widespread ramifications. Officers of regiments stationed in Moscow and Warsaw have been found implicated in the plot and three of them have commited suicide. A bomb was found in the quarters of one of the officers in Warsaw. Hundreds of the conspirators have been placed under arrest. The discovery of the plot has completely unnerved the Czarina.

Death of Rev. W. W. Walker.

The death of Rev. W. W. Walker, at the advanced age of eighty six years, occurred yesterday at the residence of his son, Dr. Thomas Walker of this city.

Mr. Walker was born at Annapolis, N. S., on the 31st of July, 1802. He spent his diaconate at Cornwallis, N. S., as assistant to Rev. Robert Norris, and upon his ordination, in 1827, to the priesthood by the Bishop of Nova Scotia, officiated at St. Margaret's bay, N. S., and afterwards at Charlottetown and St. Eleanors, P. E. Island. He then (1830) went to Hampton, N. B., of which parish he was rector for fifty-three years, resigning in 1883. During this long period he performed most laborious work under great difficulties, but with a patience and singleness of purpose well worthy of imitation. Conscientious, practical, self-denying, he has gone to his reward with the record of a well spent life.

Canon Walker leaves four sons: Thos. Walker, M. D., of St. John; Rev. Wm. Walker, of Pittsborough, North Carolina; Rev. George Walker of North Andover, Massachusetts, and Rev. Millidge Walker of Bridgeport, Connecticut.

The remains of the venerable canon will be interred at Hampton on Monday at 2 p. m.

A Fine Store Front.

The new building on the corner of Waterloo and Union street erected by Mr. John Hopkins is about completed and will be occupied in a week or so by Mr. W. Alex. Porter. The building is of brick, three stories high, and has been erected in remarkably quick time by Messrs. Causey & Maxwell, masons, and James Myles, carpenter. The design of the building is somewhat novel in St. John the corner being circular instead of square. This feature of construction gives a greatly improved store front, more particularly as there are entrances on both streets and a large circular window on the corner. This is the only circular street plate glass in town and without question adds much to the appearance of the store. The other windows of which three or four are also of plate glass, including the circular were all supplied by Mr. Edward A. Everett, No. 90 King street. The upper floors of the building has also been supplied with circular glass windows on the corner, imported by Mr. Everett.

MONEY AND TRADE.

Rates of Exchange—To-day

	Buying.	Selling.
London, 60 day	9	9¾ p. cent.
Do., sight	9¾	10¼ p. cent
New York	¼ dis	¼ prem.
Boston	¼ dis	¼ prem.
Montreal	¼ dis	¼ prem.

New York Markets.

NEW YORK, May 18.

	Yest'day Closing.	Todays Opening.	Highest.	.30 p. m	Yest'day's Sale
Chi, Bur & Qui	100½	100¾	102⅞	102⅞	15000
N Y Central	....	....	....	....	
Cen Pacific	....	....	....	....	
Canada Southern	52¾	53	53¼	53¼	1300
Deleware & Hudson	139¼	139¼	139⅞	139⅞	
D & Lack	140¼	140¼	140¾	140¾	11000
Erie	28½	28½	28⅝	28½	1200
Consol. Gas	91⅜	91½	91½	91⅜	
Hocking Valley	18½	....	....	....	
N J Central	97	....	....	....	1400
K & T	11⅞	12	12	12	
Lake Shore	103⅜	103½	104⅛	103⅛	1300
Lon and Nash.	67¾	67¾	68⅜	68½	1000
Mis, Pacific	72⅝	72½	73	73	1500
N Y & New England	44½	44¾	45⅛	45	6500
Nothern Pacific	....	....	....	....	
Northern Pacific pref	62½	61½	62⅞	62½	8000
Chi.& Nor.	109¼	109½	110	109⅞	6000
Omaha	....	....	....	....	
Oregon Trans	35½	35½	55	42	48000
Pacific Mail	....	36	36½	36	
Ph. & Reading	45⅜	45½	46	45⅞	14000
Richmond Term	25⅝	25⅞	26¼	26½	1900
St Paul	68½	68⅜	69	68⅜	16000
Texas Pacific	21⅜	21½	21½	21½	800
Union Pacific	59⅜	60	61⅛	51	16000
Western Union	86⅜	86⅜	86⅞	86⅞	1000
Wabash	....	....	....	....	
Wabash pref	28¾	28½	28½	28½	
Norfolk & W pref	....	55⅜	22⅞	52⅞	
National lead Trust	22	22	22	21¾	
Cotton Oil Tts	56⅞	57	57½	52⅝	6000
Top & St Fe	43⅜	43¾	44	43¾	
Rock Island	96½	96⅞	97½	97½	
Chicago Gas Trust	53¼	53	53⅜	53¼	
Sugar Trust	91½	91½	91½	91½	
O S					

U. S government bonds 4 per cent 129½ at ¾.

Chicago Markets.

	Yesday Close	To-day Open	Highest	1.30 Close
Wheat-June	81	80¾	81	80⅝
July	77¼	76½	77⅛	77⅛
Sept	74⅜			
Dec	76¼	76⅛	76½	76½
Corn—June	33⅞	33¾	33¾	33⅛
July	34⅜	34½	34½	?34
Aug.	35	34¾	34¾	34⅛
Pork—June	11 60	11 57	11 57	11 57
July	11 70	11 72	11 72	11 62
Petroleum	80¾	82½	81½	81¼

London Markets.

Consols 99 3-16 for both money and account

LONDON, May 18.

United States Fours,	131¼
Do, do. Fours and a half	
Atlantic and Great Western firsts	
Do. do do seconds	
Canada Pacific	56¾
Erie	28⅜
do. Seconds	
Illinois Central	117
Mexican ordinary	52½
St Paul Common	69¾
New York Central	109¼
Pennsylvania	54¼
Reading	
Mexican Central firsts	
Bar Silver	
Spanish Fours	

Money 1¼ @ 1½ p r cent. Rate of discount in open market for both short and three months bill is 1⅛ per cent.

Liverpool Markets.

LIVERPOOL, May 18—Cotton quiet very slow business doing. American middlings 6 bales; sales 5,000 bales; speculation and export 500 bales; receipts 7,000; bales; American 6,700 bales. Futures steady.

Stocks and Bonds.

From J. M. Robinson, Banker and Broker, No, 101 Prince William Street.

ST, JOHN, N. B., May 17, 1889.

Bank	Par of Share.	Last Div'n'd	Asked.	Offer.
New Brunswick	100.	6 p c	225	223
B N America	243.33	3½ p c	154	152
Nova Scotia	100	3½ p c	145	143
Merchants	100	3 p c	126	123½
Halifax Banking Co.	20	3 p c	114	112½
St John Gas	100	4 p c	135	130
People's Bank of N. B	150	4 p c	200	195
Montreal	200	5 p c	223½	222½
Commerce	50	3½ p c	120¾	120
Merchants	100	3½ p c	141¼	140½
Toronto	100	4 p c	220	219
Ontario	100	3½ p c	133	132
Molsons	50	4 p c	169	164¾
Montreal Tel Co.	40	2 p c qur	90	89
Montreal Gas Co.	40	6 p c d	200	199¼
C P R		x	56½	55½

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. SATURDAY, MAY 18, 1889.

THE COMING ELECTIONS.

The enemies of good government in St. John, who form a very small portion of the former friends of the Provincial government, are deriving great comfort from the belief that the latter can postpone the elections for this city and county for many months, or until the eve of the next meeting of the legislature. One friend of the government, a legal gentleman by the way, very closely related to the new Solicitor General, went so far the other evening as to propound the startling doctrine that there need be no election in St. John until the next general election, and that the people of St. John having elected members to represent them to serve four years, and the members having resigned, the electors had no claim to the services of other representatives until a new general election was ordered. As this gentleman is probably merely the echo of others who have discretion enough to say nothing, the electors of St. John may judge what sort of treatment they would be likely to receive from the government, if their power to injure them was equal to their desires in that direction. The Government would be very glad to leave St. John without representation for an unlimited period. Their organs such as the Fredericton Farmer are already loud in their abuse of the people of this city, a fact that is only interesting to us because it shows the true feelings of Mr. Blair and his colleagues towards St. John. As the government are in desperate fear of a defeat in this city and county we may expect them to postpone the elections just as long as they dare to postpone do so; the only question is to their right under the law. An this point the new election act just passed by the legislature enacts as follows:

In the case of vacancy by death or resignation, or in the case of appointment to the Legislative Council of a member or members elect, the Clerk of the Crown in Chancery, upon being certified thereof in writing by two members or two members elect, shall issue his writ for the election to fill such vacancy.

We are informed that the Provincial Secretary and not Mr. T. Carlton Allen, is the clerk of the crown of chancery under this act, so when the resignations of Dr. Alward and Dr. Stockton were handed to him, the only duty remaining to be done was that he should issue a writ for a new election. The clause does not say that the writ shall be issued forthwith, but the evident meaning of it is that the writ shall be issued within a reasonable period, and no legal authority would hold for a moment, that where there was a resignation in May it would be reasonable or legal to withhold the writ until the following January, a period of eight months. We are well convinced that the government will not be so ill advised as to attempt such a trick on the electors of St. John.

OUR SUPPLEMENT.

The double supplement which we present to the readers of the GAZETTE today, is issued in honor of the union of the two cities, and is devoted as it should be, to the concerns of this community. The GAZETTE is a St. John newspaper, conducted in the interests of St. John, and not depending for support either on government subsidies, public printing, or disgracefully earned secret service money from a foreign and hostile nation. The GAZETTE relies on the people of St. John for its support, and it does not rely in vain. We therefore, as is fitting, give our readers, young and old, a view of the history of St. John, during the French period, an account of the first English settlement here, a sketch of the landing of the Loyalists, and also a brief history of Portland, an account of a few of our industries as they exist, as well as of those that have perished and been forgotten, and lastly a vision of St. John as we expect it will be a century hence. To these are added descriptions of one or two St. John industries of a specially important character. All this large body of valuable matter has been written in the GAZETTE office, by the GAZETTE staff, in the course of a single week, without outside assistance of any kind, and we take the liberty of doubting whether any of our St. John contemporaries could have done the same work in the same brief period. The GAZETTE printing office has done all the extra work connected with the setting and printing of this supplement, without a strain on its resources and has thereby proved its ability to handle as much matter, in as prompt and effective a fashion, as any other newspaper office in St. John. We trust that all our readers will give this supplement a careful perusal, and preserve it for future reference, for the information it contains is valuable and not to be picked up every day.

TWO GREAT EVENTS.

It is worthy of note that two great events, both of the utmost importance to the city of St. John, should happen within a brief fortnight of each other. To-day Portland is united with St. John, and the hopes of those who have long wished to see the community at the mouth of this river a great and united city are realized. A fortnight hence the Short Line to Montreal will be opened for traffic, and the time of a journey to the commercial metropolis of Canada will be reduced by one half. Under these circumstances, and in view of these great events, the people of St. John have great reason for encouragement in the present and hope for the future. It is safe to say that never before in any single year has any Canadian city had greater reason for rejoicing than St. John will have in this good year 1889. The people of St. John with good reason, look foward to a brilliant future for this city; they have emerged from the clouds of darkness that surrounded them, and rejoice at the fair promise of a more glorious day.

ST. JOHN COMES TO ITS OWN.

To-day the city of St. John takes a higher place among the great communities of Canada, and assumes its proper position as the fourth city of this great Dominion. When Paul Bedell laid out Parrtown one hundred and five years ago, he was careful to avoid the territory which had been granted to Messrs Simonds, Hazen and White in 1765. When the charter of Saint. John was obtained in 1785, the boundaries of the city were extended to the line of what is now known as the City Road, so that a small portion of the Simonds, Hazen, White grant was included in it. But this grant of 1765 included all the territory north of the Kennebecasis, and there can be little doubt that the originally limited area of St. John was due to the fact that all the land north of Union street was held by private parties, and was not available for the use of the new comers, unless they were willing to pay Messrs. Simonds, White and Hazen such sums for their land as they chose to exact. It is impossible now to estimate the extent of the injury that was inflicted on St. John by this improvident grant, which enabled a few greedy proprietors to lock up an enormous area of territory, which they did little or nothing to improve, but held at a high rate, until the improvements which others had effected near their properties made it possible for those requiring land to build on, to comply with their demands.

Had the fathers of this city been wise and farseeing they would have taken steps, at an early period in its history to annex at least a considerable portion of Portland, or at all events so much as had a water front on the harbor and river St. John, but they evidently did not believe that St. John was ever likely to become a large city, or that any particular inconvenience could result from its area being so limited. Even so late as sixty years ago the majority of them seem to have been of the opinion that the east side of King square would be the furthest limit of the residence district, otherwise they would not have consented to the building of the Court House 20 feet or more on King street East.

St. John and Portland have always been one community, influenced for good or evil by the same causes, and sharing in the prosperity or adversity which was common to us all. At an early period, the population of St. John began to overflow its ancient boundaries, and this process has been going on more rapidly every succeeding year. Portland in the course of time became so large that the old Parish government was no longer sufficient for its needs, and it was provided by the legislature with municipal institutions, first under the designation of a town and finally as a city.

The inconvenience and absurdity of two municipalities growing up side by side has been felt by almost every one who took an interest in the affairs of St. John, but the remedy seemed to be difficult to obtain, for any proposal for union was certain to be opposed by a clamorous crowd of noisy obstructionists, who having no beneficial ideas of their own to put forth, were firmly resolved that nothing should be done to change the established order of things. These people were to a large extent kept silent prior to the recent voting on the union question, owing to the fact that the friends of union made no sign, and seemed to have no hope of success, but the result showed that the people if left to themselves, might be depended upon to do what was sensible and right and that they were fully resolved St. John and Portland should for the future be one city. The law to perfect the union, which was at once passed by the Legislature, met with the hearty approval of every one except a few politicians, and now to-day we can congratulate all our fellow citizens of St. John and what was once Portland, that the good work is done, and that St. John can now rightfully take its proper place among the cities of Canada.

Brevities.

The house on Winslow street Carleton, owned and occupied by Robert Austin, was burned between 12 and 1 o'clock this morning. The building was insured for $200 or $300. Most of the furniture was saved.

Coal for the ferry service will be supplied by the Phœnix Coal Co., at $3,20 per ton.

The mother of the infant found in a field at Halifax a few night since was Christie Bontillier, of St. Margaret's Bay. She is is under arrest.

It is understood that the Mosher-Curry case has been settled, Curry paying to Mosher a sum of money and thus compromising the matter. This is the now famous Windsor elopement case, in which Mosher sued Curry for $2,500 for alienation of his wife's affections.

Says the Sydney Herald: The County Municipality has granted the Coxheath Copper Mine exemption from taxes for their proposed smelting works for a term of 25 years.

A public meeting of the descendants of the loyalists will be held in the Natural History rooms this evening. Sir John Allen will preside and addresses will be delivered by Drs. Alward and Stockton.

A meeting of the carnival executive committee will be held in the Board of Trade rooms Monday evening.

The steamer New Brunswick will make her first Saturday night trip to Boston a week from to-day.

Yesterday was observed as Arbor day in the public schools. In this city and Portland special instructions were given the children in botany, and the exercises were altogether appropriate to the day. In several of the schools the children brought flowers and decorated the rooms. A few trees were planted in various parts of the city.

Faithfully Recommended.

In the Spring of 1888, I had inflammation of the lungs, which left my lungs weak. I had a very bad cough, and resolved to try Hagyard's Pectoral Balsam. It did me more good than any other medicine I have ever taken, and I can faithfully recommend it." Miss Mary, Kay, Virginia, On

LOYALISTS SOCIETY.

THE CONSTITUTION OF THE NEW ORGANIZATION.

Adopted 13th May, 1889.

OBJECTS.

1. The objects of this society are to perpetuate the memory and principles of the Loyalists, and to bring their descendants into closer association with one another.

MEMBER'S QUALIFICATIONS.

2. No persons other than the descendants of the Loyalists shall, except as hereinafter provided, be eligible for membership in this society.

The society may admit Honorary members who need not be of Loyalist descent, but such Honorary members shall not serve in any office or be entitled to vote at any meeting of the society.

ADMISSION OF MEMBERS.

3. Candidates for admission must be proposed by a member at a quarterly meeting, and may be admitted at a subsequent quarterly meeting by a ballot in which three out of nine shall exclude from admission.

And provided further that members may be admitted by the standing committee, by a unanimous vote, at a meeting of the committee the notice for which shall specify the name of the candidate.

Every person applying for membership, after the thirteenth day of May 1889, shall with his application, and every present member should on or before the first day of July 1889, file with the Historian of the society a written statement setting forth his qualifications for membership, including the name of, and full particulars as far as practicable, respecting the loyalist from whom he traces his decent, and the names and additions of those through whom he traces it, and the declaration shall be, when possible, accompanied by original or properly authenticated papers or documents. Such declaration shall be considered by the Standing committee, or a committee thereof, and if satisfactory a certificate of approval in the form to be prescribed by the Standing committee shall be registered by the Historian, and any person who does not comply with this section and obtain such certificate of approval shall not be capable of becoming or continuing a member.

DUES.

Every member certified as above, shall, on or before the day of the May quarterly meeting in each year, pay a fee of one dollar to the treasurer, and in default of such payment shall be incapable of being elected to any office or of voting at any meeting of the Society.

MEETINGS.

There shall be four quarterly meetings of the society, (exclusive of the anniversary meeting) to be held on the first Tuesday in February, May, August and November at such place and hour as shall be appointed by the standing committee, and nine members shall constitute a quorum for such quarterly meeting.

The anniversary meeting shall be held on the eighteenth day of May, being the day on which the Loyalists landed at Saint John, unless the same happens on a Sunday in which case the anniversary meeting shall be held on the following Monday.

OFFICERS.

The members of the Society at the May quarterly meeting in each year, (the present year), 1889 excepted shall elect the following officers for the ensuing year, viz.:

A president.
Three vice-presidents,
A chaplain.
An historian.
A treasurer.
A recording secretary.
A corresponding secretary.
Two marshals,

and nine members, who, together with the above officers shall constitute a standing committee, of which a majority of the committee shall be a quorum, and have power to transact any business that may occur between the meetings of the Society, of all which business, they shall make a full report at the next quarterly meeting.

The election shall be by ballot and the person or persons having the greater number of votes, shall be declared elected, and in the case of a tie between two or more candidates a ballot shall be again taken but on the candidates only between whom such tie exists.

For the present year such officers and such committee shall be appointed at the adjourned meeting on the 13th day of May 1889.

PRESIDENT.

The President shall, when present, preside at all meetings of the society and of the standing committee. He shall call a special meeting, when he shall judge proper or upon the requisition made in writing, of any two members and the notice of such special meeting must specify the business to be transacted thereat.

VICE PRESIDENTS.

The duties specified in the next preceding section shall, in the absence of the President, devolve on the Vice President standing first in the order in which they are named in the declaration of the election.

STANDING COMMITTEE.

The Standing Committee shall collect and preserve papers and documents of historical interest, and obtain and record information respecting the Loyalists and provide for the proper celebration of the anniversary. The Standing Committee shall also frame By-laws for the government of the Society, but such By-laws must before going into effect be approved of by a quarterly meeting of the Society.

All accounts of the Society and the Treasurer shall be audited by the Standing Committee.

THE CHAPLAIN.

The Chaplain shall attend the meetings and conduct the appropriate religious services required by the society.

THE HISTORIAN.

12. The Historian shall file and preserve all the statements of qualifications of members, and the documents, if any, accompanying the same, and enter an abstract thereof and the decision of the standing Committee thereon, in a Record Book to be kept for that purpose.

He shall have charge and custody of the records, books, papers, and documents of an historical character belonging to the society, and prepare and keep a genealogical record of the Loyalists, and shall perform such other duties as shall be determined by the standing committee.

He shall report from time to time to the standing committee and annually on the first May quarterly meeting to the society.

THE TREASURER.

The Treasurer shall receive all monies of the Society and dispense the same under the direction of the Standing Committee.

He shall keep a correct account of all monies and report thereon to the Society at the May meeting and to the Standing Committee whenever required to do so.

He shall make no payment unless on the written order of the President or in his absence a vice President, countersigned by the Recording Secretary.

THE RECORDING SECRETARY.

The Recording Secretary shall attend all meetings of the Society and standing Committee and shall keep the minutes of each meeting. He shall send notices of all special meetings by mail to the members.

CORRESPONDING SECRETARY.

The duty of the Corresponding Secretary shall be to attend to all the correspondence of the Society.

ORDER OF BUSINESS.

16. The order of business, shall, unless otherwise provided by the by-laws, be as follows:

1. Reading of minutes of previous meetings.
2. Nominations and balloting for candidates.
3. Report of Standing commmittee.
4. Report of Special committees.
5. New business.
6. Deferred business.

A Fine Fairy Story.

LAWRENCE, Mass, May 5.—Bicyclist James Webb has discovered the utility of his bicycle as a submarine vehicle of locomotion. When the steamer Charlotte sank the other day on a ledge in the Merrimac river, Webb and several other wheelmen were on the deck of the steamer. Webb was mounted on his bicycle doing the "stand-still act.' His friends all managed to swim ashore with no more damage than a thorough wetting. But Webb and his bicycle were thrown over the side of the vessel and sank as promptly as did the boat immediately afterwards.

Webb is thoroughly at home in the water, and when he went overboard he did not think of letting go of his machine. It was too valuable to lose, so he clung to the handles, and they both went down together. Webb in the saddle and sitting bolt upright. The wheel must have slid down between two stones, for when the machine struck the bottom it remained upright. Instinctively Webb's feet sought the pedals, and putting forth his muscle he actually propelled the bicycle over the hard sandy bottom and up the incline of the ledge for a distance of sixty feet.

A loud cheer greeted the appearance of the submerged bicyclist, and he was warmly congratulated by his friends. There have been some people skeptical enough to doubt the truth of this preformance but when shown through a waterglass the weel track in the sand, they have been promptly convinced. Webb has become enthusiastic over submarine cycling, and says that as soon as he can devise some way of keeping up the supply of air, he will try for a one mile bicycle record under water. He is prepared to receive challenges.

Never Despair.

Even when all seems lost, there is yet hope. Many a despairing, disheartened victim of dyspepsia, liver complaint, kidney complaint, scrofula or rheumatism, has been brought back to health and usefulness by Burdock Blood Bitters, the greatest remedy known for all blood diseases.

Of Great Service.

"I have used Hagyard's Yellow Oil for cuts and scalds on horses' shoulders, and they got better at once. I have also used it for sprains, burns, cuts and croup among my children, and can recommend it highly as of great value." W. Service, Minga, Man.

Policemen Suffer

From rheumatism, dyspepsia, kidney complaint and many other ills, in exactly the same manner as ordinary mortals, and Burdock Blood Bitters cures them quickly and permanently just as it always does in every case, from whatever cause arising.

Spring Outfits.

White Dress Shirts made to order

$1.50.

A Perfect Fit guaranteed at

TENNANT'S

"THE SHIRT MAKER,"

63 Charlotte St., St. John, N. B.

N. W. BRENAN,

UNDERTAKER.

Warerooms in brick building No. 555, foot of Main Street, Portland.

BRANCH,

88 Charlotte Street.

St. John, N. B.

Telephones 222 Portland, 222c City.

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MANUFACTURERS OF

Cut Nails & Cut Spikes, Tacks, Brads,

FINISHING NAILS.

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Office, Warehouse and Manufactory:

GEORGES STREET, - - ST. JOHN, N. B.

STEP LADDERS.

The Strongest, Lightest and Cheapest.

Three Steps 60c,
Four Steps 80c,
Five Steps $1.00,
Six Steps $1.25,
Seven Steps $1.50.

A liberal discount to dealers.

J. & J. D. HOWE,

Market Building,

Germain street.

ESTABLISHED 1846.

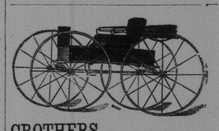
M. N. POWERS.

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 Country attended to with despatch.



CROTHERS, HENDERSON & WILSON,

MANUFACTURERS OF

Fine Carriages, Sleighs, Track Sulkies, etc., etc.

Repairing in all its branches promptly done.

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"Try Ayer's Pills"

For Rheumatism, Neuralgia, and Gout. Stephen Lansing, of Yonkers, N. Y., says: "Recommended as a cure for chronic Costiveness, Ayer's Pills have relieved me from that trouble and also from Gout. If every victim of this disease would heed only three words of mine, I could banish Gout from the land. These words would be—'Try Ayer's Pills.'"

"By the use of Ayer's Pills alone, I cured myself permanently of rheumatism which had troubled me several months. These Pills are at once harmless and effectual, and, I believe, would prove a specific in all cases of incipient

Rheumatism.

No medicine could have served me in better stead."—C. C. Rock, Corner, Avoyelles Parish, La.

C. F. Hopkins, Nevada City, writes: "I have used Ayer's Pills for sixteen years, and I think they are the best Pills in the world. We keep a box of them in the house all the time. They have cured me of sick headache and neuralgia. Since taking Ayer's Pills, I have been free from these complaints."

"I have derived great benefit from Ayer's Pills. Five years ago I was taken so ill with rheumatism that I was unable to do any work. I took three boxes of Ayer's Pills and was entirely cured. Since that time I am never without a box of these pills."—Peter Christensen, Sherwood, Wis.

Ayer's Cathartic Pills,

PREPARED BY

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

Sold by all Dealers in Medicine.

For Washdemoak Lake.

STEAMER STAR.

THE above first class swift, staunch and commodious steamer, having been rebuilt and refurnished under the strictest government requirements, will, until further notice, leave her wharf in Indiantown, TUESDAYS, THURSDAYS and SATURDAYS, at 10 a. m., local time, and calling at all intermediate landings. Returning is due at Indiantown at 1 p. m. on alternate days.

J. E. PORTER, Manager.

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We are now showing a large and choice stock of

TRIMMED AND UNTRIMMED HATS AND BONNETS,

Including all the latest novelties.

Chas. K. Cameron & Co.

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☞5 doors below Old stand.

NOTICE.

THE Subscriber begs leave to notify his friends and the public generally that he is prepared at all times to attend at Sales of Furniture and Merchandise of all kinds, at Residences, Warehouses, or at his Store, and respectfully solicits a share of the patronage so liberally bestowed since commencing the Auction and Commission business. Quick returns and satisfaction guaranteed.

GEO. W. GEROW, Auctioneer and Com. Merchant.

C. A. McQUEEN, M. D.

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Office, - - 44 Coburg Street,

St. John, N. B.

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You can buy one of our elegant new Clocks, a Turkish Rug, a pair of Lace Curtains, a Caster or almost anything you want, by paying

50 CENTS A WEEK,

NATIONAL SUPPLY CO.,

187 Charlotte street.

Roofing Slate,
Portland Cement,
American Cement,
Calcined Plaster,
Sheathing Paper,
Roofing Pitch,
Coal Tar,
Plate Glass,
Alabastine for Walls and Ceilings.

W. H. THORNE & CO.,

Market Square.

LANDING.

2 cars P. E. I. Seed Oats,
1 do Oatmeal, Roller, Standard
23 Bbls P E. I. Mess Pork,
10 " " Prime Mess Pork,
5 " " Hams,

A. SINCLAIR & CO.,

210 Union street.

PLANING MILL.

A. CHRISTIE WOOD WORKING COMPANY,

City Road.

READY FOR BUSINESS.

9 Canterbury st.

GENTLEMEN:

You can have your Clothing put in good Order by sending them to

JOHN S. DUNN,

TAILOR.

Repairing, Pressing and Altering a Specialty.

SAINT JOHN OYSTER HOUSE.

FIRST OF THE SEASON,

100 Bbls No. 1 Handpicked Oysters.

10 Bbls No. 1 P. E. I. Oysters.

Wholesale and Retail.

CHAS. H. JACKSON.

Grand Division, S. of T.

THE semi-annual session of the Grand Division, Sons of Temperance, of New Brunswick, will be held in Campbellton on WEDNESDAY, 22nd inst., at 2 p. m.

Excursion tickets will be issued at all stations on the New Brunswick Railway at one first class fare to and from St. John.

Representatives attending the session, and travelling on the Intercolonial, Northern and Western, and Shore Line Railways will receive tickets from the Grand Scribe, which will entitle them to return free of charge. All tickets good to return up to and on the 25th inst.

D. THOMSON, Grand Scribe.

GROCERIES &C.

100 Boxes Layer Valencias,
10 Barrels Currants,
2 Cases Figs (in small boxes),
1 do Citron Peel,
50 do Lard in tins,
50 do C. C. Beef,
20 do Standard Oysters,
20 do Corn,
65 Pkgs Pickles and Sauces,
10 Gross Essences,
150 Boxes Ground Spices,
1 Car Oatmeal, Peas and Barley.

TO ARRIVE.

1 Car Cheap Feeding Flour.

GEO. S. deFOREST & SONS

13 South Wharf.

New Complete Stock to choose from at the

BOSTON SHOE STORE,

211 Union St.

Great Bargains Given.

CORPORATION CONTRACT.

SEALED TENDERS will be received at the City Engineer's Office, until 12 o'clock noon on FRIDAY, 17th May inst., from persons willing to undertake the PAINTING THE INTERIOR of the COUNTRY MARKET according to specification to be seen at said City Engineer's Office.

The lowest or any tender not necessarily accepted.

HENRY J. THORNE, Chairman Market Committee.

FOR PARLOR AND GARDEN.

MR. CRUIKSHANK, at his Greenhouses, Old Burying Ground and foot of Golding street, offers for sale, in splendid condition, all the leading varieties of flowers, with several new varieties of recent importation.

Pansies, Stocks, Asters, Verbenas, Daisies, Everlastings, Calendulas, Saponarias, Carnations, Sweet Williams, Auriculas,

ROSES OF ALL THE OLD AND NEW VARIETIES.

Primulas, Begonias in great variety, Fuschias, Geraniums, Pelargoniums, Heliotropes, Gloxinias, Callas, Hyderingas, Coleus, Rex Begonias; all healthy and vigorous plants. Inspection invited.

Bay of Fundy Steamship Co.

(LIMITED).

THE Stockholders of the above Company are requested to meet at the office of Messrs Troop & Son, St. John, N. B., on MONDAY, 20th May, at 3 p. m., for the purpose of organizing, as required by Dominion Act of incorporation, electing Directors, etc.

H. D. TROOP, Provisional Manager.

NEW GOODS, NEW GOODS.

JUST RECEIVED

A choice assortment of

READY-MADE SUITS AND SPRING OVERCOATS

For Men, Youths and Boys. Also a full line of

GENT'S FURNISHING GOODS, TRUNKS, VALISES, &c.,

Which we are prepared to sell cheaper than any other house in the trade.

—ALSO—

A great variety of CLOTHS, including all the fashionable shades in Spring overcoatings.

Diagonals, Corkscrews, English, Scotch and Canadian Tweeds,

Bought personally from the manufacturers, which we are prepared to make up in the best styles at the lowest possible prices.

T. YOUNGCLAUS,

City Market Clothing Hall,

51 Charlotte st.,

St. John, N. B.

Notice of Removal,

ON and after the first of May my place of business will be at the

Head of Long Wharf, Portland,

where I will be pleased to meet with all who may favor me with their patronage.

RICHARD FARMER,

Lumber Dealer, Long Wharf, Portland

KEENAN & RATCHFORD,

Ranges, Stoves, Kitchen Furnishing Goods, etc.

GENERAL JOBBING.

8 and 10 Waterloo Street, near Union St.

With a large experience and work that cannot be excelled, we solicit the patronage of the public.

QUEEN HOTEL,

109, 111 and 113 Princess st.,

St. John, N. B.

THIS hotel was recently known as the "Clarendon." It has been renovated, and refurnished and is now open for the reception of guests.

JOHN C. DICKIE, Proprietor.

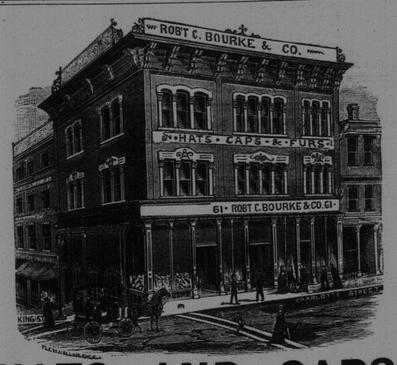
C. H. S. JOHNSTON,

House and Sign Painter;

Paper Hanger etc,

22 North Market street.

All orders promptly attended to.



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We are now complete in all Spring Styles.

Robert C. Bourke & Co.,

61 Charlotte st., 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,

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

ESTABLISHED 1832.

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Manufacturers and Importers of

White Lead, Paints, Pure Putty, Dry Colors of all kinds, Whiting, Ochres, &c., &c.

MIXED PAINTS, in Tins, all ready for use, warranted to dry quick, and of best quality.

We don't say our Paints are the best in the world; but we do maintain they are far superior to the most of the stuff called paints, which is now on the market.

141 Princess street, St. John, N. B.

A HINT.

Every house keeper in the city should have one of our Victor Oil Cans. The best, simplest and cheapest in the city. Call and see them.

PLUMBING

in all its Branches.

STOVES RANGES AND HOT AIR FURNACES

Taken down, repaired, removed, or fitted up at short notice by Competent Workmen.

—ALL—

Kinds of Tinware on hand or made to order at lowest living prices.

Don't forget the place.

BROWN & CODNER,

29 Dock street, St. John, N. B.

A. F. deFOREST & CO.,

Don't give six months credit.

But they do give satisfaction in Fit, Finish and Price.

42 King Street, Foster's Corner.

RANGES, STOVES, &c., &c.

Just received a further supply of Splendid

BUFFALO RANGES,

Which, with stock on hand, furnishes a complete assortment of Stoves, Ranges, &c.

KITCHEN HARDWARE, &C.

Stoves taken down and stored as usual.

A. G. BOWES & Co.,

21 Canterbury Street.

Livery and Boarding Stables,

Sydney Street, St. John, N. B.

DAVID CONNELL.

Horses Boarded on Reasonable Terms.

Horses and Carriages on Hire. Fine Fit-outs at Short Notice

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.

FOR AMUSEMENT GO TO

"THE NATIONAL,"

22 Charlotte Street.

First Class Shooting Gallery,
Billiard and Pool Tables,
Choice Lunches, Cigars, etc.,
Rifle Competitions Nightly.

REMOVAL.

J. HARVEY BROWN,

Tea Merchant and Broker,

Has removed to

No. 55 Dock street,

Where a large stock of finest Tea will always be kept on hand.

N. B. Orders received for 50 half chests and upwards for direct importation from London.

REMOVAL.

THE BELL CIGAR FACTORY

WILL REMOVE TO

217 and 219 Union Street,

THIS MONTH.

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TODAY.
We continue the publication of a new American serial story.
TAKEN BY SIEGE
is the serial story of the year, and portrays real life as it is today.

The Evening Gazette.

Supplement.

VOL. II.---WHOLE NO. 302. ST. JOHN, N. B., SATURDAY, MAY 18 1889.

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As Large and Complete a stock as any place in Canada.

PARLOR SUITES

—IN—

Raw Silk, Brocattelle Silk and Utrecht Plushes, Tapestry and Hair Cloth

From $35 to $600.

BEDROOM SETS.

—IN—

Mahogany, Walnut, Cherry, Oak, Elm, Ash and Hardwood,

From $22 to $300.

Wardrobes, Bookcases, Writing Desks, Secretaries, Library Tables, Library Steps, Chiffoniers, Dressing Cases, Hall Racks, Hall Tables, Ladies Work Tables, Music Cabinets, Easels, Fire Screens, Parlor Card and Fancy Tables, Side Boards, Dining Tables, and Chairs in Mahogany Walnut, Cherry, Oak and Hardwood.

Latest Styles of Childrens' Carriages.

Rattan and Reed Furniture, Splint, Camp and Folding Chairs; Folding Beds, Iron Bedsteads, Mattresses, Waren Wire Springs, &c., &c.

MANTLE MIRRORS and BRITISH PLATES.

All goods latest styles; any artiele required and not in stock, will be made at shortest notice,

JOHN WHITE,

93 to 97 Charlotte Street,
Saint John, N. B.

W. G. SCOVIL. E. E. FRASER.

OAK HALL CLOTHING HOUSE,

CORNER KING & GERMAIN STREETS, ST. JOHN, N. B.

Look for the Red Light!

HAVING moved the our well known Oak Hall Clothing House to the large and commodious store lately occupied by

Messrs. McCAFFERTY & DALEY,

on the Corner King and Germain streets, and having a large and complete stock of

MENS', BOYS' AND CHILDRENS' READY-MADE CLOTHING,

which we are going to

TO SELL.

This we are bound to do at any hazard, if we pile them mountains high upon our tables, sit down and wait for the public to find out

HOW LOW

we have marked this GOOD CLOTHING, who'd know about it only those weo would come here anyway? That won't answer. We want the world to know about it. We want the thousands of citizens and tens of thousands of visitors to know all about this the

Greatest, Gandest Sale

of dependable clothing ever manufactured in Canada. Whoever wants any clothing and comes here will save many dollars. Whoever says humbug and stays away, will have a chance to see what some fellow has bought here cheaper than they who have bought elsewhere.

We can't give you a price list.
We can't give you even a partial index. It would't tell you anything. Names of celebrated makers of well-known worsteds might be quoted by the hundreds. What then? You must have the Goods and prices under your eyes and finger to judge their value

THIS WE ASK YOU TO DO.

Lay aside all fear of disappointment; come fully prepared to be surprised, but be reasonable; don't expect a dollar or twenty-five cents, but expect to find this:

$20	SUITS	FROM	$12	TO	$15
18	"	"	12	"	14
15	"	"	8	"	10
10	"	"	6	"	7

Overcoats worth $5, $6 & $7 Chopped off. Trousers worth $1.50 & $2.00 cut off.

ASK TO SEE OUR BOYS' ALL WOOL SUITS.

Ask for anything that is good in clothing and polite salesmen will gladly show you. Make our store your headquarters when in town. Send your bundles here to be called for. Make any inquiries relating to the city; its places of interests, or anything else you may wish to know, and we will be pleased to impart such information. Above all things don't buy a dollar's worth of clothing till you have examined our goods and prices.

SCOVIL, FRASER & CO.,

Corner King and Germain Streets.

Look for Red Light.

FORT LATOUR.

HOW IT WAS BUILT IN THE OLD FRENCH DAYS.

Its Heroic Defence by Lady Latour 244 Years Ago.

The people of this new western world have one undoubted advantage over those of the old, in the fact that they can trace the origin of their states and cities from their earliest foundation, and know the names of the men who built the first dwellings on the sites of what are now great communities. The cities of the old world have a history that fades away into the mists of the past until it becomes lost to view. No inhabitant of London can tell the time when the first half savage British Chief built his hut and gathered around him his tribe on the banks of the Thames, where the world's metropolis now stands; but every schoolboy knows the name of the founder and the date of the founding of Quebec, of Montreal and of New York. So we are able to tell the circumstances which surrounded the first recorded visit of Europeans to the site of St. John, almost as well as if they had occurred yesterday and had been related in the morning paper.

Although St. John as a city is modern the ground upon which it stands has a history that extends back for almost three centuries. Champlain was here before Henry Hudson discovered the river which bears his name, and sixteen years before the Pilgrim fathers landed on Plymouth Rock. It has a history that begins at a time when James the First was on the throne of England; when Shakespeare was giving to the world his immortal dramas; when Sir Walter Raleigh was in prison composing his history of the world, and when Cervantes was writing down the chivalry of Spain. Its story is linked with the name of the most martial and enterprising king that ever sat upon the throne of France, and with the fame of the greatest men who have flourished in Acadian history. We look upon the time when the Loyalists came here as ancient and remote, but almost one hundred and eighty years before the Loyalists landed on our shores, Champlain was here, surveying the harbor of St John and giving our river the name which it bears to this day.

It was on the 24th of June 1604 that Champlain's little ship from Havre de Grace sailed into the harbor of St. John. She was one of the four vessels of the expedition of De Monts for the settlement of Acadia, and on board of her, besides that commander, were Jean de Biencourt, Baron de Poutrincourt, Champdore, who acted as mineralogist of the expedition, and a number of citizens and farmers who were to colonize the country. The enterprise was under the patronage of Henry IV. of France, who desired to extend the influence of his nation to the new world, and it marked the beginning of an occupation of Acadia by the French which was to last, with one or two interruptions, for more than a century. Champlain gave the St. John river its present name, because the date of his arrival was the day of St. John the Baptist. But neither he nor the gentlemen with him seem to have been favorably impressed with St. John as a place suitable for their Acadian settlement. Their stay here was brief, and they soon departed on their voyage westward to St. Croix Island where the first settlement made by white men, in this part of the western world, was formed.

Champlain made several subsequent visits to St. John before he finally left Acadia in August 1607. His book of Voyages contains a chart of St. John harbor and a description of the leading features of the harbor and river. He gives an accurate account of the falls and of the river above them as far as the head of Long Reach, and the soundings which he gave of our harbor are still worthy of study. His map shows that the Indians had a village on Navy Island, and that it consisted of an aggregation of huts surrounded by a palisade. These Indians were of the Micmac Tribe, and that tribe, at this period, occupied the St. John River, as far up as Fredericton. The name they gave to the river was Wigoudi, which means "great passage" or "great highway," the river, in their imagination, leading every where they desired to go. Champlain writing this name down and giving the French equivalents for the Indian sounds gave it as Ouigondi and this has been, by a typographical error, changed into the preposterous name Ouangondy, which one of our ferry boats has to carry about with her. The Chief of the St. John river at the time of Champlain's visit was Chicudun. An intimate relationship existed between the St. John river Indians and those of Port Royal, now Annapolis, and it was a common thing for their canoes to cross the Bay at all seasons. The first white man who has left any record of his life at St. John was a Jesuit priest, Father Enemond Masse, who came here from Port Royal in 1612 and took up his abode in the wigwam of Louis Membertou in order to learn the Indian language. But until the erection of Fort Latour none but traders or occasional missionaries came; and there was no settlement of white men on the River St. John.

Fort Latour was commenced to be built about the year 1631 by Claude de la Tour, and it appears to have been completed and occupied by his son Charles de la Tour in 1635, he having removed hither from Cape Sable. On the 15th January of that year Charles la Tour received a grant, from the Company of New France, of the fort and habitation of la Tour on the river St. John, with the lands adjacent thereto "in the extent of five leagues below along the said river, by ten leagues in depth inland." Fort La tour was situated on the west side of the harbor of St. John on a point of land opposite Navy Island, the site afterwards occupied by Fort Frederick, and now forming that part of Carleton known as Old Fort. It was a square palisaded fort of four bastions 180 feet each way and at high water was separated from the main land by a narrow Channel. Here La Tour lived with something of the state of a mediæval French nobleman, with a large following of armed retainers, who fished, cultivated the soil, or traded with the Indians for furs and, when occasion required, were ready to defend the Fort against la Tour's enemies.

The most remarkable figure in the history of St. John indeed in all Acadian story is that of Lady la Tour. She belonged to a Huguenot or Protestant family of Rochelle and her name was Frances Marie Jacquelin. Some members of her family appear to have resided in Acadia for J. Jacquelin, Prevost de St. Martin, who may have been her brother, was one of witnesses to la Tour's contract of marriage with Madame Charnisay. Frances Marie Jacquelin was married to la Tour in the year 1623, when she was about 18 years of age and therefore she was a woman of 50 when she first came to live at St. John. Here the remainder of her life was spent, and here she died, the first and greatest of Acadian heroines.

The enormous value of the fur trade of this river and the large profits made out of it by la Tour excited the jealousy of Charnisay, who had a fort at Penobscot and another at Port Royal, and who possessed large grants in Acadia. Both la Tour and Charnisay held commissions as lieutenant generals for the king of France, and were therefore, in a measure, royal governors. In the course of time Charnisay succeeded in completely undermining the influence of la Tour at the French Court, and in obtaining an order for his arrest, in order that he might be carried to France a prisoner. This order was dated 13th Feb 1641 and a ship called the St, Francis was sent to Acadia for the purpose of carrying la Tour back to France. La Tour refused to go and so practically became an outlaw. He fortified himself in his St. John fort and began to cultivate the acquaintence of the Puritans of Boston, who he rightly conjectured might be useful to him in the event of a civil war in Acadia. On the 21st Feb 1642 Charnisay obtained an order from King Louis directing him to seize la Tour's fort and possessions. In October of the same year la Tour sent his lieutenant to Boston with a lettter asking the assistance of the Puritans to drive Charnisay from Penobscot, but the only result of this mission was that some Boston merchants sent a small vessel to trade with la Tour at St. John. The latter then sent to Rochelle for assistance representing himself as a Protestant Frenchman who was being threatened by Roman Catholic enemies. Help was not refused. Rochette, la Tour's agent, obtained sufficient assistance to enable him to fit out a large armed vessel named the Clement, and to enlist 140 armed men, who embarked in her to fight for la Tour in Acadia.

When the "Clement" appeared off the mouth of the St. John early in June 1643, la Tour's condition had become desperate. For a month or more Charnisay, with two ships and a galiot, besides several small craft, and five hundred men, had been besieging Fort Latour, and blockading the mouth of the river, and it was only a matter of time when la Tour would be obliged to surrender for lack of food. Fortunately, his sentinels, had seen the "Clement" before she was discovered by the enemy, and warned her off. La Tour and his wife eluded Charnisay's fleet in the night, boarded the "Clement" and set sail for Boston, where they arrived on the 12th June greatly to the consternation of the people of that town. The clever Frenchman succeeded in persuading the Massachusetts magistrates to permit him to enlist men and hire ships to enable him to defeat his enemy, and he was able to engage four armed vessels, with 52 men and eight pieces of cannon and to enlist 92 soldiers for his enterprise.

When la Tour's fleet of five ships came in sight of St. John, Charnisay did not wait to measure his strength against his enemy but stood right home for Port Royal. La Tour and his auxiliaries pursued him and succeeded in defeating him at a place on Annapolis Basin where Charnisay and his men sought to fortify themselves. Thus Fort Latour was relieved from its peril for the time, but the respite was brief, for Charnisay was more resolute then ever to destroy his rival. As a preliminary to further proceedings he commenced the erection of a new fort at Port Royal, and as soon as it was completed, set sail for France to obtain further aid against la Tour. The letter had sent his wife to France to ask assistance from his friends of Rochelle, but Charnisay obtained an order for her arrest as a traitor and she was compelled to fly to England. She there freighted a ship with supplies for Fort Latour and set sail for Acadia. It is a noteworthy fact that Roger Williams, the founder of the Providence plantation, returned to Acadia in this vessel. Owing to the strict watch which Charnisay kept in the Bay of Fundy Lady la Tour's ship was unable to reach Fort Latour. Indeed the vessel was boardered at the mouth of the bay by one of Charnisay's cruisers and Lady la Tour only escaped capture by hiding herself in the hold. When she reached Boston she brought an action against the persons who freighted the ship for unreasonable delay and failure to carry out their contract with her, and obtained a verdict for two thousand pounds. On this judgement she seized the cargo of the ship which was appraised at eleven hundred pounds, and hiring three vessels of Boston to convoy her home at length arrived safely at Fort Latour after an absence of more than a year.

Early in the winter of 1644-45 la Tour, went to Boston for supplies for his fort and sent forward a small vessel to Fort Latour laden with provisions. Charnisay who was cruising off the mouth of the St John to intercept la Tour, captured this craft and landed her crew on Partridge Island, in the midst of deep snow without a fire and with only a poor wigwam for their shelter. He left them there ten days and then gave them a shallop in which to return home. During this interval two frairs whom Lady la Tour had turned out of Fort Latour on suspicion of treachery, hailed Charnisay's ship and asked to be taken on board. They informed him that la Tour was absent that the fort contained but fifty men, that there was little powder in it, and that he might easily effect its capture. Charnisay on receiving this information entered the harbor and ranged his vessel alongside the fort, but Lady la Tour was not dismayed. Instead of yielding to his demand to surrender the fort, she encouraged her garrison to resist to the last and from the north east bastion directed the attack on Charnisay's ship with such vigor and success, that it became disabled and had to be worked round to the mud flats behind the Beacon bar to keep her from sinking. Charnisay had twenty men killed and thirteen wounded in this affair This repulse took place in February 1645, and Charnisay, although defeated, continued to blockade Fort Latour so effectually that la Tour was unable to reach his fort. In April, having completed his preparations for another assault, Charnisay attacked the fort, this time by land. While his ships blockaded the harbor, his men occupied the high land on the Carleton side to the south of the fort and cannonaded it. The garrison were reduced to desperate straits, but Lady la Tour's spirit remained undismayed. For three days and three nights the attack went on, but the defence was so well conducted that the besiegers made no progress, and Charnisay was obliged to draw off his forces with loss. But there was in the garrison a Swiss sentry, who had been bribed and, on the fourth day, which was Easter Sunday, the 16th. April, while the garrison were at prayers, he opened the gate to the besiegers, and they were already within the fort when the alarm was given. Lady la Tour, in this extremity, rallied her men, and opposed the invaders with such vigor that Charnisay, who despaired of success, proposed terms of capitulation, offering the garrison life and liberty, if they would consent to yield. The terms were accepted, but they were basely violated, for Charnisay hanged the entire garrison, and compelled Lady la Tour to witness their execution. The proud-spirited Acadian heroine died a few days later. Her grave is somewhere on the Carleton side of the harbor, no doubt near the place where her brave soldiers were buried.

Charnisay did not occupy Fort la Tour, but built another fort on the east side of the harbor at Portland Point. Its site was near the foot of Acadia street. This fort also had four bastions, and it was palisaded after the fashion of that day. He continued to live here, and at Fort Royal until 1650, when he was drowned at the latter place.

Charnisay's wife was named Jeane Motin, and when she was left a widow with several children, she was not more than twenty-five years of age. She endeavored to maintain herself in Acadia after her husband's death, but she found this impossible, the influence of la Tour, who was again in favor at the French court, being against her. Under these circumstances a marriage seemed to be the only solution of the difficulties which had so long troubled Acadia, and accordingly la Tour and Madame Charnisay were married in February, 1653. The marriage contract was dated the 24th February, 1653, at Port Royal. It is a very lengthy and elaborate document and by its terms la Tour endowed his wife, for her lifetime, "with his fort and habitation on the river St. John." Whether this was Fort Latour or the new fort built by Charinsay is not stated, but it was probably the latter.

La Tour and his wife lived at St. John from 1653 until his death, at the age of seventy-four. They had five children which grew to maturity, Marie, Jacques, Charles, Anne and Marguerite, all of whom were probably born at St. John. But the times were troublous and all was not peace during this period of thirteen years. In 1654 an English fleet of four vessels, which had been sent out by Oliver Cromwell to attack the Dutch of New York, and a Massachusetts force of five hundred men under Major Robert Sedgwick, appeared at St. John and demanded the surrender of Fort Latour. As the place could not be defended La Tour had no other course but to surrender. The same English force obtained the surrender of Port Royal a few days later.

La Tour, in this unexpected crisis in his affairs, went to England, and produced the title deeds of his father and himself to a large tract of land in Acadia. He won the favor of Cromwell, and together with Thomas Temple and William Crowne received from the Protector a grant of an immense territory, which included the whole coast of the Bay of Fundy and one hundred leagues inland. Temple in 1658 received the appointment of governor of the forts of St. John and Penobscot, and la Tour soon afterwards sold out all his rights to him and retired into private life. It is probable that he resided in his old stronghold, Fort Latour, while Temple maintained a garrison in the new fort built by Charnisay. La Tour probably died at St. John and was buried here.

The St. John river continued to be held by Temple until 27th August 1670 when it was surrendered to France under the terms of the treaty of Breda. Both forts at St. John had at this time been abandoned and became ruinous, the only fort on the river which was occupied being a small one which Temple had built at Jemseg. Grand Fontaine, the French commander in Acadia, in 1671 sent an ensign with a small detachment to occupy the old fort here, and to bring down the cannon from the fort at Jemseg. An officer named De Marson was in command at St. John in 1674 when a Dutch war vessel appeared before it, and after a brief combat compelled a surrender. The Dutchman, after filling his vessel with all the plunder he could find, ruined the fort and sailed away.

In 1676 the Sieur de la Valliere, who two years later was appointed to the command in Acadia, established a fishing station at St. John. But at this period the fort seems to have been again abandoned, and, although it is probable there was a fishing station here continuously, there was no garrison at the mouth of the St. John river for almost twenty years.

In 1690 the fort at Jemseg was occupied by a small garrison under Villebon who held the command in Acadia, and as there was a state of war with the English colonies in which the savages took part, there was considerble activity at the mouth of this river. In 1692 Villebon removed his garrison from Jemseg to Nashwaak where he had built a new fort. In 1694, a French privateer named Robineau was driven into this harbor by an English war ship and forced to burn his vessel. In the following year another privateer named LaBonne, commanded by one Baptiste, was driven into Mushquash harbor by an English war vessel, and after a severe fight, destroyed. In June 1696, there was a great gathering of savages here, from all parts of Acadia for the purpose of organizing an expedition against the English fort at Pemaquid. Villebon was here with the Indians for almost a month, and two English vessels, the Sorling and Newport, watched the mouth of the harbor. But one day in July, D'Iberville, appeared with two French war ships and attacked them. The Newport, of twenty-four guns, was captured, but the Sorling escaped in the fog. The result of this expedition was the capture of the fort at Pemaquid, which had been erected by the New Englanders at great cost. The New Englanders sought to avenge themselves for the capture of Pemaquid by an attack on Acadia. An expedition numbering about five hundred men under Colonel Church came up the Bay of Fundy, and, after ravaging the settlement of Chignecto, landed here. At that time there was a small guard stationed at the old fort under a sergeant named Chevalier, who sent Villebon word that he was likely to be attacked. Fort Nashwaak was besieged for three days, but the English were unable to effect its capture and returned to Boston.

Prior to this Villebon had represented to the French Minister the necessity for rebuilding the fort at the mouth of the river, and had received authority to do so. His men were actually engaged in this work when Church landed, and by the capture of one of them the hiding place of twelve cannon, which were buried in the beach was disclosed to the invader. These cannon were taken away, but after Church had returned to Boston, the work of rebuilding the fort was renewed and completed, and it was occupied by Villebon and his garrison in the autumn of 1697, Fort Nashwaak being then abandoned. This fort was not the one built by la Tour, but that erected by Charnisay at Portland Point. Villebon died here on the 5th of July, 1700, and his grave is doubtless somewhere on the eastern side of our harbor. He was one of the sons of Charles le Moyne, seigneur of Longueil, and he is described by a contemporary writer as "a great man, well made and full of spirit."

M. de Fontenu, who was sent out by the King of France to examine and report on the forts of Acadia, advised the abandonment of the forts on the St. John River on the grounds of the difficulties of the navigation at its mouth, and the contracted space of its harbor, a falsehood that has had vitality enough to live until the present day. Brouillan, who succeeded Villebon as commander, arrived here towards the end of June 1702. Writing to the French government he says:—"I found the fort in good order, but of little use for the glory of the King, and for the preservation of the country. Besides these two essential things, this fort was extremely small, and commanded on one side by an island, at the distance of a pistol shot, and on the other by a height, which commanded it entirely at the distance only of a hundred and odd fathoms, with the disadvantage of having no water to drink, without going to seek it beyond the torrent of the river St. John. For all these reasons I have determined to abandon it, I have caused all the fortifications to be razed, and have demolished the houses, the timber of which may be of use to us. Likewise had the planks saved which were at the gun batteries. I should have had much difficulty in transporting all these materials in our barques, if M. de Morville had not laden as much as he could on board the Gironde. The guns, arms and ammunion were also enbarked in her, as well as the officers and men of the garrison." Thus was St. John abandoned as a military station. This episode closed the history of the forts at this place for more than forty years. From one of Brouillan's letters, written at this period, we learn that limestone was taken from St. John to Port Royal to be burnt for the mason work in the fort there. The carrying of limestone from St. John to Port Royal or Annapolis became a regular business from that time.

A transaction connected with the shipment of limestone gives us the only glimpse of life at St. John which we have for many years. In 1736 the St. John Indians opposed the loading of a vessel sent here for limestone by the store keeper of the Board of Ordinance, and even robbed the people of the vessel of their clothes and provisions, pretending that the land and quarries belonged to them and should be paid for. A few days afterwards two French inhabitants of St. John, Joseph Bellefontaine and Michae Bergeron arrived at Annapolis and were arrested for contempt and disrespect, because they had not waited on the English governor. From information given by them a census of the French inhabitants of St. John was compiled, and it appears the whole number of inhabitants was 77 besides Jean Pierre Danilo, the missionary priest. The entire settlement embraced 15 men, 15 married women, 28 boys and 19 girls. There were seven families named Bellefontaine, three named Bergeron, two named Pair and a Roy, a Dugas, and a Robert. Most of these people had apparently settled at St. John quite recently, for in 1730 there were only three French families here.

The French claim, first explicitly made in 1749, that the term "Acadie" only included the Nova Scotia peninsula, and that all to the north of the Missequash was French territory, revived the importance of St. John. In that year the Governor of Canada sent an officer named Boisherbert thither with thirty men, to take possession of it in the name of the King of France. They occupied a little fort on the northern bank of the Nerepis, at its junction with the St. John, which had been erected by the Indians in Villebon's time. In July of that year Governor Cornwallis of Nova Scotia sent Capt. Rous in the Albany to the St. John to order the French away. He found Boisherbert here with one hundred and fifty Indians, and in explanation of his presence he showed orders from the Governor General of Canada requiring him to prevent the English from settling at St. John. Capt. Rous compelled the Frenchman to strike his flag, and delivered him a letter from the Governor of Nova Scotia, ordering him to desist from erecting forts at St. John.

The French, however, did not go away, and in 1755 after the capture of Beausejour Capt. Rous again visited this harbor with four war vessels, to drive them out. He anchored off the mouth of the river, but there was no fighting to be done. As soon as the French, who occupied old Fort Latour, saw his vessels they burst their cannon, blew up their magazine, set fire to the woodwork of their fort and fled up the river. Later the same year one of the transports from Annapolis bound to Virginia with 226 Acadians was seized by her passengers and carried into the St. John River.

It was not however, until 1758, after the capture of Louisburg, that the occupation of the St. John by the French finally ceased. Colonel Moncton was sent with a detachment of Highlanders, and Colonel Howe's Colonial light infantry to St. John, to drive the French from Fort Latour. The fort which had only a few small cannon in position, was carried by assault on the land side, and a good many of the French killed. The remainder escaped up the river in boats and canoes, and the Province sloop "Ulysses," which attempted to pursue them, got carried into the Falls, and was wrecked. Fort Latour was then occupied by an English garrison, and the French possession of this river ended for ever.

CITY OF SAINT JOHN,

New Brunswick,

CANADA.

The motto which may be read on the Civic Coat of Arms, as seen above, is peculiarly appropriate to the present circumstances of St. John, while the figures shown on the Coat of Arms indicate its leading industries. "A fortunate people whose walls now rise," is a motto as applicable at the present day as it was when St. John was founded, for the walls of St. John are again rising about her enlarged territory, and her people are fortunate in having already won success in the lines of industry which they have pursued.

The ship on the city's shield represents one of St. John's leading sources of wealth, not less than the forest over which the sun is rising. St. John is still the greatest ship owning port of Canada and the fourth or fifth in the British Empire in point of tonnage, having to-day upwards of 200,000 tons of shipping afloat. The decline in shipbuilding from which St. John has suffered has been due to the substitution of wood for iron, and as the city offers unrivalled facilities for the building of iron ships, there is no reason why St. John should not become as prominent in iron ship building as it has been in the construction of wooden ships.

The fishing business of St. John is one that might be greatly extended by the judicious application of capital, and the man who comes here with large means and a thorough knowledge of the business may make St. John as much the centre of the fish trade of Canada, as Chicago now is of the produce trade of the United States.

The completion of the Short Line to Montreal by which St. John is brought within 483 miles of that city, must make this place the winter port of Canada, the only possible rival being Halifax, which is 277 miles farther from Montreal than St. John is. But to assure success in this work capital is needed to construct wharves, to build elevators, and to float the grain and produce of the west down to the sea. The attention of moneyed men may very properly be directed to this subject.

The same important line of railway should make St. John the greatest manufacturing city in Canada. Almost all the important raw materials are comparatively at our doors: the very best class of labor is plentiful; coal and wood fuel in inexhaustible quantities, cheap and accessible all the year round, by numerous competing lines of both land and water transit; while the advantages of the position of the city as a distributing centre can be most readily seen by reference to a map. Besides the excellent facilities for transport for the interprovincial trade, the facilities for export business are admirable and rapidly improving. Cotton and iron goods can be made more cheaply in St. John than in any other part of the Dominion.

St. John has the advantage of a summer climate of the most mild and delightful character. It must soon become one of the most popular summer resorts in all America, the headquarters not only of those seeking rest and health, but of sportsmen. The Province abounds in moose, cariboo, deer, ducks, geese, woodcock, snipe and, in fact, all the best attractions to huntsmen. As fine salmon and trout streams as can be found in any part of the world are within easy access of the city.

Excellent railway and steamboat communication make all parts of the Province, which the sportsman or pleasure seeker desires to visit, easy of access to St. John.

Fuller information regarding the city, the port, its trade, etc., will be most cheerfully furnished by

IRA CORNWALL,
Secretary Board of Trade, St. John, N. B., Canada.

HENRY J. THORNE,
Mayor City of St. John.

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J. K. STOREY,

21 King street.

ELECTION CARDS.

To the Electors of the City of St. John.

Ladies and Gentlemen.

ON Tuesday the 11th day of June I shall be a candidate for

MAYOR

of the populous and extended City of St. John. Fully appreciating the labors and duties attendant upon the Mayor of the new city, I pledge myself if elected, to devote my time and energies to the interests of St. John, and to the welfare of the citizens generally.

I am your obedient servant.

GEORGE A. BARKER.

UNDER OUR FLAG.

THE FIRST BRITISH SETTLEMENT ON THE ST. JOHN.

A Battle That was Fought Here in 1779.

In 1760 St. John was a British fortified post, the fort opposite Navy Island, having been named Fort Frederik and occupied by a garrison mainly composed of men from the New England colonies. Colonel Arbethnot was in command, and he had with him about two hundred soldiers. But the New Englanders became very weary of their dull life in St. John and nearly all deserted, taking forcible possession of two vessels in which they returned to Boston It was in this year that James Simonds first visited St. John, in connection with the supplying of the garrison. Mr. Simonds was a resident of Newburyport, Mass. He became, during his visit, greatly impressed with the advantages of St. John offered for trade. On the 28th August 1762 he arrived at St. John from Newcuryport in company with James White, Capt. Francis Peabody Jonathan Lovet, Hugh Quinton, and about fifteen other persons, intending to take up his residence here. Mr, Simonds built his house on the ruins of Charnisay's old fort on Portland Point. Simonds and White were partners and they did business at St. John under that style, while a business at Newburyport, in which they were interested, was conducted by Messrs Hazen and Jarvis. The nature of the trade they carried on and the difficulties they had to encounter may be gathered from the following letter, writen by the partners in St. John to the partners at Newburyport, in 1770. The letter is addressed "Messrs Hazen and Jarvis, Merchants Newbury Port." The spelling of the original is preserved.

St. Johnn River May 10 1770.

Gentlemen

The slop St. John's Paquet arrived here the second inst. but the river was so high and full of ice that we could not begin to load till 3 days ago, have taken out 200 Hhs. salt and 41: 360 sugar and have left 650 Bushels of salt on board—and ship—d all the lime that is burnt and figurs that we have yet rec'd.

This spring has been so backward that there has been no possibility of burning any lime. The piles of wood and stone are now frozen together—we have not more than half men enough to save the fish (seven in all the rest have left us some time since) the first school is now running and the wires wholly broken down with ice, have no help of the fishermen only abt. 10 days work of two hands.

The mill could not go before the middle of April and the ice has been continually breaking the dam ever since.

The saving the gundalo's from being lost at the place where they was left last fall, has taken a great deal of time, have got the last of them home today but have not any body to caulk them—have no nails to trim cases or board the frames nor any hoops but what is picked up at an amazing expence. But what has been the most difficult and distressing was the want of provisions and hay. Such a scene of misery of man and beast we never saw before. There was not anything of bread kind equal to a bushel of meal for each person when the schr. sailed the 6th of February and less of meat and roots in proportion—the Indians and hogs had part of that little.

The flour that came in the schooner has been wet and much damaged, and having no Indian corn it will be mostly gone by the time the hunts is finished.

We meant by our memorandum to have the articles over and above what would fit out the fishing vessels—they will want 7 or 8 barrels of the pork and all the bread for the whole season. They ought to have all their stores when they leave this place about the first of June.

We have expected Capt. Newman for some time but begin to think he or you have altered yours minds about the trip.

There is a great uneasiness among the fishermen about coffe. They say you promised them 5lb. each man the same as they had last year and a barrel of molasses to each vessel. We have not had any of them articles nor any tea except that of the spruce kind for three months past.

We beg that we may have the articles in our inclosed memorandum by the first opportunity. If hands can be got to work on shore, we think it will be best to send the sloop back immediately and have her graved here—there is part of pitch enough that we shall not want at present, and if Newman do's not come there will be no other way to bring the lumber down the river but in the sloop.

We have only to add that we shall do all in our power to catch fish and burn lime but cannot tell what quantities we shall have as the few hands here are sickly and not to be depended upon.

We are gentln. Yr, Humble Servts.

Simonds & White.

This letter shows the nature of the business carried on St. John at that time and also, it may be added, the dullness of life here and the hardships which surrounded it. William Hazen, one of the Newburyport firm, afterwards removed to St. John. In 1765, Simonds, White and Hazen received from the government of Nova Scotia a grant of a very extensive tract of land at the mouth of the St. John river. This grant embraced, on the east side of the harbor, all the land from Union Street north to the Kennebeccasis and on the west side what is now known as the parish of Lancaster. This last tract was then designated the township of Conway.

The names of the residents of St. John at this period, besides Simonds, White and Hazen and their servants and workmen were;—Hugh Quinton, Peter Smith, Thomas Jenkins, Samuel Peabody, Jonathan Lovet, William McKeene, Daniel Lovet, James Esterbrook, Elijah Bradley Zebedee Ring, and Gervis Say.

These people were actual settlers who had taken up land in the township of Conway under agreements with Simonds, White and Hazen.

The area of cleared land in St. John at this period was very small. On the west side of the harbor, according to a return made in July 1783, Hugh Quinton had 15 acres cleared, the widow Sarah Smith 10 acres, Thomas Jenkins 12 acres, Samuel Peabody 55 acres, Jonathan Lovet 60 acres, Wm. McKeene 45 acres, Daniel Lovet 30 acres, James Woodman 5 acres Elijah Esterbrook 7 acres, John Bradley 4 acres, Zebedee Ring 3 acres, and Jervis Say 10. We have no information as to the extent of the clearings on the eastern side of the harbor at this time.

In 1766 the garrison of Fort Frederick was reduced to an ensign's command, and in 1768 it was wholly withdrawn, except a corporal and four men to look after the property at the old fort. When the revolutionary troubles of 1775 came the weakness of the St. John settlement was conspicuously shown. A raiding party from Machias under one Stephen Smith came to St. John in August, burnt the fort and barracks, captured the five men who formed its garrison, and seized a brig laden with cattle, sheep and swine which were intended for the British troops at Boston. After this raid the British kept one or more men of war cruising in the Bay of Fundy, but the difficulties from raiding parties continued until the end of the war.

The people of Maugerville were all, with one or two exceptions, in sympathy with the rebelling colonies and, in May 1776 they passed resolutions avowing the rebels and sent Asa Perley and Asa Kimball to Boston to obtain arms and ammunition. In the latter part of the year Jonathan Eddy a native of Norton, Mass., who had settled in Cumberland in 1763, made an attempt to capture Fort Cumberland then held by a weak garrison under Colonel Gorham. The people on the St. John river furnished a contingent of one captain, one lieutenant and twenty-five men for this enterprise. Hugh Quinton, ancestor of Mr. William Quinton M. P. P. was of the party and so also was Daniel Lovet, some of whose descendants still live in St. John. Sixteen of the St. John Indians also joined Eddy. The attempt on Fort Cumberland was a ludicrous failure its only result being the ruin of those Cumbertand people who took part in it. Eddy and his party, after a severe winter journey, in which they came near perishing of hunger and cold, found shelter at Maugerville.

In May 1777, Colonel Gould was sent here with a force to exact the submission of the inhabitants. They all took the oath of allegiance, and gave the British authorities no more trouble. The redoubtable Hugh Quinton repented and was forgiven by a lenient government and, in a return made to the government, in July 1783, it was said of him that he "was one of the Cumberland party, but since hath taken the oath of allegiance to his Majesty, and behaved in a loyal manner, turned out sundry times and fought the rebel parties."

Scarcely had Colonel Gould left the St. John when Colonel John Allan, who had been a resident of Cumberland, arrived with an expedition which had been formed at Machias for the purpose of keeping the Indians of the St. John hostile to the British government. The expedition left Machias the 30th May and reached St. John the 2nd June. Messrs White and Hazen were captured and carried up the river by Allan, and the same fate befell Lewis Mitchell, who lived at Gagetown. Mitchell escaped, however, and carried the news to Halifax. An expedition was at once sent to St. John and the rebels driven up the river. An officer serving on board His Majesty's Ship Rainbow, commanded by Sir George Collier, gives the following account of what happened here:—

"Advice arriving about this time that the rebels from Machias had embarked in several small vessels, with a view of making a descent in Nova Scotia near the river St. Johns. Sir George Collier immediately ordered Capt. Hawker in his majesty's ship, the Mermaid, to proceed to St. John's, together with the Vulture and Hope, sloops, assisted by the garrison of Fort Cumberland, which was to join them afterwards. The Vulture arriving first found the town in possession of the rebels who fired at his boats in landing, killed and wounded six of her men; but upon the Mermaid's anchoring, the rebels quitted the town, taking post around it in the woods. Capt. Hawker, however, thinking he had force sufficient to dislodge them, made disposition for that purpose which was hardly completed before a detachment from Fort Cumberland arrived, who, immediately landing and joining the seamen, they drove the rebels before them with considerable loss, but they knowing the country better than the King's people, retreated up the river till they got above the falls, and then, though dispersed, made their escape across by means of whale boats; but their expedition turned out so bad and they were so harrassed, and almost starved for want of provisions in their flight, that it threw a damp on their schemes of invading Nova Scotia.

On the 24th September of this year Mr. Michael Franklin, the Indian Commissioner arrived here and made a treaty with the Indians. Fort Howe was, about this time, held by a small garrison under Capt. Studholm. He commenced the exportation of masts from St. John for the use of the navy, and the first cargo of these arrived in Halifax in 1780. A second cargo was got ready during the winter and shipped in May 1781. The cutting of spars on the river went on without interruption after this, although rebel privateers swarmed on the coast. In 1782 St. John rose to the dignity of a port of entry and James White was appointed the first Collector of Customs Eleven vessels entered that year and twelve cleared, the total tonnage both ways being only 399 tons. The vessels then employed were small sloops varying from 7 to 30 tons. It was the day of small things in St. John, but the place was on the eve of a great change for the coming of the Loyalists was near at hand.

THE LOYALISTS.

Beginnings of the City which They Founded.

The arrival of the Loyalists was the great event in the history of St. John. But for this the growth of population in the territory now embraced in the province of New Brunswick must have been slow, and St. John might have waited a long time before it attained the dignity of a city. But the coming of the Loyalists supplied at once an active, energetic and industrious population, and a new community was created at the mouth of this river, immediately. The old inhabitants amounted to nothing in the new order of things, for the new comers outnumbered them fifty to one, and wholly surpassed them in influence and ability.

The British government, although it had just ended a long and most costly and disastrous war, in which it had been fighting France, Spain and Holland, as well as its own rebellious children, with a liberality which must ever be remembered with feelings of gratitude, provided handsomely for the men who had fought on the side of the Crown, or suffered for their loyalty during the war. The operations connected with the removal of the Loyalists were conducted by Sirl Guy Carleton, who was Commander in Chief of the British forces at New York, while Governor Parr provided for their arrival in Nova Scotia. The agreement made on behalf of the Loyalists who came to Nova Scotia was as follows—

1st, That they be provided with proper vessels to carry them, their horses and cattle, as near as possible to the place appointed for the settlers in Nova Scotia.

2nd, That, besides provision for the voyage, one year's provision be also allowed, or money to enable them to purchase.

3rd, That allowance of warm clothing be made, in proportion to the wants of each family.

4th, That an allowance of medicine be granted.

5th, That pairs of mill stones, necessary iron work, for grist mills, and other necessary articles for saw mills, be granted.

6th, That a quantity of nails, spikes, hoes, axes, spades, shovels, plough irons, and such other farming utensils as shall appear necessary, be provided for them; and also a proportion of window-glass.

7th, That tracts of land, free from disputed titles, and conveniently situated, be granted, surveyed and divided at public cost, as shall afford from three hundred to six hundred acres of land to each family.

8th, Over and above, two thousand acres in every township be allowed for the support of a chergyman, and one thousand acres for the support of a school, and these lands be unalienable forever.

9th. That a sufficient number of good muskets and cannon be allowed, with proper quantity of powder and ball for their use, to enable them to defend themselves against any hostile invasion.

The first emigration of Loyalists from New York for St. John left towards the end of April, 1783, and the vessels began to arrive here in the course of the third week in May. According to the commonly received tradition the Loyalists landed on the 18th May, yet the fact that the 18th May, 1783, was Sunday seems to suggest there may be a mistake in the date. It is quite certain that a different date was at one time celebrated as the day of the landing of the Loyalists. The exact date can no doubt be determined by an examination of the correspondence of Governor Parr.

Many years ago the late George Lovett gave the writer of this a paper which contained the names of the vessels that brought the Loyalists from New York. This was copied by the writer in a history of St. John, published in 1875, in a work entitled "St. John and its Business," which has been very freely quoted from by subsequent writers, without credit. According to this list the vessels were twenty in number and their names were as follows: The Camel, Capt. Tinker; Union, Capt. Wilson; Aurora, Capt. Jackson; Hope, Capt. Peacock; Otter, Capt. Burns; Spencer; Emmett, Capt. Reed; Thames; Spring, Capt. Cadish; Bridgewater; Favorite, Capt. Ellis; Ann, Capt. Clark; Commerce, Capt. Strong; William; Lord Townsend, Capt. Hogg; Sovereign, Capt. Stuart; Sally, Capt. Bell; Cyrus, Britain and King George. There were about 3000 persons in this first immigration to St. John. The spring that year was cold and backward and they necessarily suffered many hardships. At first they were lodged in tents and afterwards log houses were built. The east side of the city south of Union street was laid out in streets and lots by Paul Bedell and Carleton was also laid out by the same surveyor. Each of the Loyalists received a lot with five hundred feet of boards, and a supply of shingles and bricks. The boards and shingles were for roofing. The British government did better in the way of provisions than it had promised. for besides giving full provisions for one year, it gave two thirds provisions for the second year and one third provisions for the third year. There were about 1,200 Loyalists who came in the fall fleet which arrived from New York in November. The population of the territory now forming this Province, at the close of the year 1783 was estimated at 11,457 and that of St John, at 5,000. The number of residents of St. John, however, decreased for many who came here and drew lots, afterwards removed to other part of Nova Scotia and New Brunswick where they settled on farms. New Brunswick became a separate Province on the 16th of August 1784; and on the 18th of May 1785; Parrtown and Carleton, with a section of land north of Union street, with Navy and Partridge Islands and three islands in the falls were incorporated by Royal Charter under the name of the City of St. John. Thus was the city formed which enlarges its boundaries by the annexation of Portland today.

Dr. Sharp's Medicines.

Everybody has heard of Sharp's Balsam of Hoarhound and Aniseseed, and very many in this and the adjoining provinces are indebted to its use for their lives. Many years ago it was prepared by Dr. Sharp, who did business at the corner of North Wharf and the Market Square, whose memory is still honored by the older inhabitants of the province. Dr. Sharp's original recipe for its preparation became the property of Mr. Dinsmore, manager of the Sharp's Balsam Manufacturing Co. at his death, and the medicine, just as it was made by him, is made by them to-day. The Company are now placing in the market another of Dr. Sharp's preparations—his English Tonic Bitters. This medicine is very highly commended by all who have used it, for the complaints it claims to cure. It is agreeable to the taste, speedy in its action, and is sold in large bottles at a moderate price.

As a general thing, the GAZETTE has little faith in patent medicines, but it knows that SHARP'S BALSAM is invaluable, and it is assured by many who have used them that Sharp's English Tonic Bitters are for the debilitated a medicine, and a medicine worth a hundred times its price.

The Manchester House.

Mr. J. K. Storey, of the Manchester House, King street is one of St. John's most enterprising dry goods merchants, and since the improvements that were made in his establishment last autumn his store has been one of the most attractive in the city. His windows are always so tastefully dressed with the latest novilties in dry goods and millinery that it is almost impossible for ladies to withstand their seductions. His business is constantly increasing in volume for his goods are adapted to the wants of "all sorts and conditions of men" and women and his clerks, recognizing the fact that buyers best know their own wants, are never obtrusive though always polite and attentive. Mr. Storey gives close personal attention to his business and hence his success.

TO LET.

TO LET—SUMMER RESIDENCE; beautifully situated, within a few minutes walk of Riverside station on the I. C. R., house is furnished and suitable for one large or two small families. Apply by letter to A. J. LORDLY & Son, 93 Germain st.

GROWTH OF PORTLAND.

IT HAS BEEN STEADY AND THE CHANGE HAS BEEN GREAT.

What the Enterprising Little City Looked Like Fifty Years Ago.

So far back as the years 1819-20 and 21 there was but little evidence given that Portland would ever attain the appearance of solidity, growth and material development it wears at the present day; nor did the most sanguine among its then sparsely scattered inhabitants even dream that in the years to come it would become a town, and still later attain the dignity of a substantial and independent city, with its own Mayor and Common Council and the various departments incidental to a corporate existence; and with public improvements—elegant churches and fine public school buildings—such as may now be seen there, all of which on this natal day of the new City of St. John compare not unfavorably with similiar institutions and edifices that exist in the older and neighboring city.

In the years above mentioned the Indians were numerous in what was then called the Parish of Portland. They were Milicetes, with some few Mic Macs and an occasional Mohawk; the Mic Macs and Mohawks being among them rather as visitors than residents. Their principal camping ground was in the vicinity of Marble Cove, as it is still called, but there was another camp or settlement of these dusky aborigines located at Spar Cove, now called by the suggestive rather than euphonious name of, "Bugtown;" and their canoes were kept in these coves. At this period these Indians were considered semi-civilized and consequently many of the white people were afraid to visit them in their camps where, frequently, to the number of one hundred or one hundred and fifty, they would form sides and play the Indian game of ball. The ball they used, it may be of interest to state, was made of a sturgeon bone and covered by the squaws with deer skin, while their bats, as described, were somewhat of the shape of the present tennis bat, the handle being served around with thongs of deer skin and made very durable. This game was akin to the now popular and Canadian game of Lacrosse. At this time also, there were no houses on the Douglas Road, as it is now known. Where the middle and West side of this road leaves the present Main street and extending along past the Holly property, was a swamp or bog, and a high ledge of rock on the East side, extended towards this boggy place leaving a chance on its slope near the edge of the swamp to pass around to the higher ground beyond. It was a path used principally by the Indians. The present sidewalk on the east side of the Douglas Road is built directly on the line of this old Indian pathway, which crosses beyond and Carleton was also laid out by the swamp to the rear of the David Tapley house, and the other lots on the west side of Douglas Road, and to the east of Marble Cove. The present Main street, at the corner of this road, could only be passed by a light waggon, owing to the presence of the high ledge spoken of and to the fact that it extended northerly for some distance, although there was a road marked out and used when possible. At this point, and just on the spot, where Count DeBury's barn now stands, was a well-known tavern or hostlery called the "Monkey House" kept by a Mrs. Clarke. The reason for this name is lost in the obscurity of the ages.

All or nearly all communication between the Indiantown section and St. John was then by water, the people coming and going by boat, through the Falls, as opportunity offered.

The military carried their stores by water to a point on the Straight Shore, whence they had a road through the "Bently field" so called; but this road was only used when the freshet was so high as to prevent them going through the Falls.

There were no mills at Indiantown then and, apropos of this, the first mill erected at Indiantown was built by Harris and Allan, who did not work it however, but sold it to the McKay's from whom it was subsequently purchased by Rankine & Co.; the McKay's sawed lumber there and Donald Fraser was their foreman.

On Main street coming east there were but few houses. Opposite to the "Monkey" house and where the W. C. T. U. hall now stands, was a dwelling house. There was another house occupied by a man named Campbell, who had a lime kiln near by, and which stood where the Dye house now stands; this was on the Black Spring Road, where there were a few other houses, and which was used exclusively in wet weather by people coming towards the foot of Main street or to St. John, because there was another swampy place on the latter street, beyond the present police station, beginning just beside the James Ferriter house which was probably the only dwelling in that portion of Main street at that time. There were no houses at all on the southern side. There was the Guard house on Fort Howe, but the "barricks" was on the spot now occupied by Andrew Myles's new store, and the officers were quartered in what is now the "Logan" house, opposite Weeks' dry goods store, at the edge of Paradise Row, which by the way was not called by that name except from Francis factory up. The road went as far as what is now called Southwark street and stopped. There was a fence there at this time and the woods all outside the fence. A road made about 1827 extended along the edge of the old pond, where is the present Lombard street, to the junction of the City road, in the direction of Pond street. The City road was cut down about the year 1834, and employment by days work was thus given to many men. There were but two streets in Portland previous to this viz. Main street and Portland street, which latter extended at a right angle from Main street to the harbor. There were no sidewalks either and as the traffic was very heavy on the principal street, because of supplies going to the upriver Counties, in rainy weather Main street was literally a sea of mud.

However, soon afterwards matters began to assume a different form and in 1851 the people of Portland enjoyed the privilege of selecting and appointing their own parochial officers, such as Commissioners of Highways, hog reeves, constables, pound keepers, &c., who had always previously been appointed by the Quarter sessions. A meeting of the parishioners and duly qualified electors was held in the old Market House, which afterwards was used as a Temperance Hall, and which occupied the site where the "Mission Chapel" now stands. At this first and most important meeting under the Act referred to, the vote was taken by yea and nay, or rather those voting "yea" would take one side of the room, and those voting "nay" the other side. The first man nominated as one of the three Commissioners of Roads was Mr. John Godard, who is hale and hearty and active still. Mr. John Maher father of Mr. Henry Maher, and Mr. Thomas McElroy being elected with Mr. Godard; the latter gentleman is still living. Among those present at the meeting were the late Hon. Charles Simonds, Jacob Allen the first Police Magistrate Portland had, and Robert Payne, Police Magistrate. Main street at this period was as already indicated literally a sea of mud, the traffic was so great, all the teams of the city hauling goods for the upper counties. The commissioners of Roads therefore had their work cut out for them as the road bed was a clay formation extending from what is now called Long wharf down to the foot of the street, and above the present Baptist church towards the hollow which was rather a bog, with the alders on either side of the track brushing the conveyance as it labored along. This road was not used in summer. The slopes to the south of Main street were covered with tall grass, and from the foot of the street at Week's corner towards York Point the only approach to a sidewalk, was a couple of planks laid along to keep pedestrians out of the mud for a while. The newly elected commissioners of roads were men of energy however, and determined to make improvement upon the then condition of things; and in 1852, Mr Godard, being then in the House of Assembly, a government grant was obtained for the purpose of a sidewalk in Portland. The first sidewalk put down in Portland was in that year (1852). It was laid with railroad sleepers under the supervision of Richard Dalton, and extended from the Baptist church across the hollow beyond it, and which is mentioned above. After some years further favorable legislation was had in the direction of progress and development and in the year 1871, the parish of Portland became "the Town of Portland" under the control of its own chairman and town Council. The town Council consisted at first of 12 members, 3 for each ward, but subsequently a 5th ward was added and the total membership was 15. The first Chairman of the Town of Portland, was the late Hon. Isaac Burpee, who held the position for three successive years. He was succeeded by Mr. Edwin Fisher who also held the office for three years. The late Mr. Henry Hilyard was the next Chairman and held the office for one year. The late Mr. William Jack, Q. C., succeeded Mr. Hilyard and remained in office for two years and he was in turn succeeded by the late Shadrach Holly who held it for two years and he was succeeded in turn by Mr. Henry Maher who held office for one year. Up to the time when Portland became "the Town of Portland, it was a dangerous proceeding to drive a horse and carriage down Indiantown hill, as it is called. It was barely possible, but extremely full of risk, and the several chairmen and councils, from time to time, so skilfully managed the affairs of the town, that the rough places were made smooth, sidewalks were laid where required and progress and substantial growth and prosperity was seen on every side. A still greater development was at hand however, and in the year 1883, after an existance of 12 years as a town, Portland realized a greater dignity in being created a city and became "The City of Portland." The late Shadrach Holley, a former chairman, had the honor of being elected the first Mayor of the "City of Portland." This was centennial year. This gentleman wrote a history of the part Portland took in the centennial procession, but it is unfortunately incomplete as a matter of record as he never finished it.

It has been said in this paper that Portland has some beautiful churches, and it will interest many readers of THE GAZETTE to learn that the first church built in Portland was the Episcopal church called "Grace church." (Little Grace church it was affectionately designated). It was built about the year '30 or '31 and was situated on Simonds street. It was afterwards destroyed by fire at the time Owens' Academy building was burned on the blocks in their shipyard, about the year 1840. While there are a great many persons living to day who remember all about this fire, it will be well to inform the younger citizens that this ship was about ready for launching—would have been launched in a day or two—and that the fire was caused by a workman who was carrying a heated bolt to burn out a hole, dropping it accidentally from the tongs. The bolt fell in a pile of shavings and a disastrous conflagration followed.

The old Roman Catholic chapel behind Fort Howe was built about the same time as Grace church.

The late Hon. Charles Simonds gave the use of the ground on which the little 'Grace Church' stood for church purposes, and the same gentleman presented the ground for old "St. Luke's" where the new and elegant church of that name now stands. The first resident pastor of Grace Church was the Rev. Gilbert Wiggins who came to his charge in the year '31 or '32. Since then the population has increased so much, and the exercise of religion and the field for religious teaching has so much enlarged, that all the denominations are now represented in Portland and each possesses a church that would do no discredit in elegance of architectural design, size, finish and capacity to any city of much greater age and pretensions.

The first mayor of the City of Portland, Mr. Holly discharged the duties of his position so satisfactorily that he was re-elected for a second year. He was followed by Mr. John Chesley who held the office for one year. Mr. H. L. Sturdee followed Mr. Chesley and held the office for two years, and Mr. Sturdee was succeeded by Mr. John Chesley who was thus a second time elected mayor of Portland and has been mayor until now, when that fair city, whose destiny it has been, his privilege to direct, in the line of greater things, to day yields up her individuality and merges it into that of her old time friend and partner, receiving in her new existence showers of benisons and prayers for her future happiness, even as bestowed upon a young bride who, without a momentary doubt or fear yields herself to the out spread arms of her new made spouse and rests therein content and full of faith, that all will be well with them both in their new relation. That such faith, such happiness and a bright and posperous future may, under the guidance of Divine Providence, be granted to the new City of St. John, may well be a prayer from the heart of every one whose interests are thus united on this its natal day.

A MARKED PROGRESS.

THE INDUSTRIES OF ST. JOHN AND PORTLAND IN GENERAL TERMS.

How Business in the Two Cities Has Developed Within the Past Few Years. A Bright Future Ahead

The progress of a country is its history; the development of its resources its existence; and what can be of more interest to a people than to review that history of the past, and note the advancement of that city of which they are the commonwealth. A retrospect of St. John (and Portland which was) cannot fail to show forth its rapid and substantial development, and to awaken in the hearts of the whole community an unbounded faith in its future. To look back and see the little settlement swelling into the great city; to see that city swept away by flames; to see it once again rebuilt; and now to note its brightness and prosperity must truly impress one with the worth of its forefathers and of those men who are still prospering it. The industrial development of St. John has in many ways been governed by adverse circumstances, but the push and energy of its people have overcome all obstacles, and our status, at least in Canada, is now a strong one.

During its early existence St. John was not a commercial centre, nor indeed, did it pretend to be such, for, previous to the American Rebellion, in 1861, shipbuilding and the manufacture of lumber constituted the great industries of the whole of New Brunswick. At the mouth of its magnificent river this port has become a distributing centre, and much of its commerce of the present day is dependant upon the lumbering industry.

The first spruce deal ever made in New Brunswick was cut in the year 1819 and the first cargo, which consisted of 100,000 superficial feet, was shipped to England in 1822. After the Miramichi fire, 1825, the lumber trade in St. John was vastly increased, and since that time has continued to increase up to the present day. In 1845, the total quanity of deals shipped at St. John and outports was 127,860 superficial feet; in 1874 it was 217,691,000 superficial feet from St. John alone, and in 1882 the enormous quanity of 264,669,271 superficial feet. At present the milling business of Portland is excellent and and the output will be as proportionally large as in other years. Besides this a very extensive business is now being done in small lumber staves, pickets, laths, shingles and shooks. The prospects for New Brunswick in this particular industry are good, and although large demands have been made upon our timber lands the supply is quite up to what is required. Such an increase, as that noted above, in the shipment of deals, to say nothing of the increase in the other articles mentioned, speaks well for the future, and the most important question being answered, that this country can stand the demand upon her resources, it is quite in order to say that the out put of lumber from St. John will even yet be greater than it has been up to date.

The valuable limestone formation about St. John causes this industry to be engaged in to a considerable extent. But although this now proves to be a fact it was not always so. Only within the past five years has lime burning received the proper attention it merits. Up to 1882 or 1883 the business had been confined almost entirely to the local and provincial trade, but now it has assumed proportions which place it in the first rank among our industries. Prior to 1886 lime to the extent of not more than $5,000 was exported from this port. In 1886, however, $25,000 worth of that useful commodity was shipped across the border; in 1887 $68,879 worth, and in 1888 over $96,000 worth, showing 200,000 barrels, exclusive of what was burned for other use. The development of the industry, when once begun, has been rapid, as may be seen by the following figures. In 1815 there was one kiln—that at Green Head; in 1842, 19 quarries with an out put of about 12,000 bbls., valued at £2,400; in 1871 an output to the value of $37,385; in 1881 an output to the value of $39,664. In 1888, however, the output was equal to about $200,000 in value, showing a most remarkable development in the last half dozen years. What is an important consideration, too, is that in St. John, Rockland, and the New York and Boston markets find a formidable competitor in this branch of business. Outshine others is what St. John has always endeavors to do, and in many industries she is quite capable of doing so. Like lumbering, lime burning has gone on increasing until like the former it has become an important factor in the people's welfare, and an existing proof that year by year St. John is advancing to its rightful position as the chief industrial centre of Canada.

Shipping and ship building in St. John has been a great industry and, although lately it has deteriorated somewhat, promises by present indications to revive. In 1875 a prominent gentleman writing of St. John says: "Any account of St. John which omitted to mention its second great industry, ship building, would be incomplete, for ship building stands next to lumber in the amount of capital invested and the value of the product amongst the industries of New Brunswick. Nothing has made this Province so famous as her ships, which have a world-wide reputation and are to be found on every sea." While noting this it must also be borne in mind that the large majority of ships built in New Brunswick are for owners here, and are consequently a portion of the capital that New Brunswick merchants and shipping men have invested.

The great change which has been wrought by the introduction of steam has been experienced here as well as elsewhere, and the effect has been detrimental to to the building of wooden vessels in New Brunswick the same as in other places. The total number of new ships built and registered in this province during the 40 years preceding 1864 was 4,169 measuring 1,584,386 tons, and the 24 years succeeding shows a total of 1711 with a proportionate tonnage. But while shipping has decreased so materially the depression has been felt alike by domestic and foreign ports in the particular line of wooden vessels. This year however there has been a boom in freights, and substantial dividends are being handed over to the owners. Schooners especially are paying well, and doubtless e'er long the ship yards of St. John and vicinity will again be alive with men around the blocks. What has been lost with respect to shipping has been counterbalanced in a manner by the success met with in other enterprises, and when all combine, as promises to be the case in the near future, this city by the sea will stand unrivalled aid unsurpassed in its manufacturing and industrial pursuits.

In connection with the lumber and lime business, Portland and St. John have necessarily been combined, and the progress, therefore, of the one has been the progress of the other in these industries. Of shipbuilding in New Brunswick, St. John has been the chief centre, as well, naturally, as of all manufactures, while Portland, by its rapid growth and he energy of its citizens, has raised itself to a prominent position in the commercial history of the province. In the last decade the population of Portland has increased very materially, and as a consequence the thriving little town of ten years ago adds to-day some 18,000 inhabitants to the new city of St. John, and with them the work of its whole existence—the industrial development of more than a hundred years.

Much greater than the growth of population has been the growth of material welfare. For, while, by the disastrous fire of 1877, the entire business portion of St. John proper was swept away, it has risen once again, more prosperous than ever. The work of a century has been replaced in the tenth of that time, and although the darkest hours were dark indeed the progress of the united cities shall yet be recorded as the brightest page in the history of Canada.

Following on with the industries, present and past, what may very well here be considered is the development, of the coal trade. We have become a great distributing port, and to-day sees a large quantity of coal shipped to St. John merchant to be shipped by them in turn direct to other ports and along the various lines of travel in the provinces. Even in 1874 we did no such coal trade as we do at present, but the opening of the Springhill mines in that year has proved a boom to our coal merchants. From these mines in 1874 only 600 tons were shipped to St. John by rail, and 4000 tons by water from Dorchester; while in the following year about 2500 tons arrived here by rail from Springhill, and 8,000 tons by water from Dorchester. In the same ratio year by year the coal trade has gone on increasing, and year by year will continue to increase. The opening of additional mines in Nova Scotia has enlarged the export and the development of this province with respect to its population has increased the demand for that commodity here. New Brunswick imported from Nova Scotia in 1879 84,700 tons of coal, 3,800 tons of which came by rail to Coldbrook and St. John. In 1883, however, 23,097 tons from the same place were shipped by rail to Coldbrook and St. John alone; and in 1888, 59,649 tons. Such an importation shows one of two things, either that the coal is being used locally, or that we have become a distributing centre for the Nova Scotia product. And to know that this is more than one third of the entire importation in 1888 is to know that the coal trade is coming this way; that other points in the province are sending to St. John for the supplies and that that trade here is rapidly increasing, which progress is pleasing to note, amongst the progress seen in other ways commercially.

It would be impossible in so short a paper to enter into a description—even to name— the many industries in which St. John, like every large city, is engaged. Nor is it with this object in view that the paper has been written. The real growth of our city has been like the growth of any other city, with the one difference, that less than twelve years ago it was almost totally obliterated. Review the desolation after June 20, 1877, the crushed spirits of a people, who felt their loss more keenly from the prosperity they had hitherto enjoyed, and compare that year of 1877 with the year 1889. What a transformation; yet it was determination and industry that wrought the change. Many a ruined man of 1878 was again wealthy in 1888. Our factories and mills are going faster today then ever; our stores are rebuilt, and their business capacity is large as well as the business itself; our merchants and brokers are prosperous, and above all our people are resolved to succeed. Have we not, a city that will bear comparison with any place of its size in Canada? Have we not as fine buildings and as beautiful stores, and as industrious a people and as good a country as any would wish to see? And are we not healthy and contented, and satisfied with ourselves even more than with others? and this being true are we not willing to join hands, one with another, as Portland has today joined hands with its sister St John, and unite for the good of all and the honor of our country.

The primitive industry, agriculture, has almost passed away from us, but the results remain. Lumbering is at its height; shipping is reviving, and business generally is brightening. Within a short period numerous factories have been built. We have such foundries as Harris & Co's, Fleming's, McAvity's, Chesley's, Pender's, the Rolling Mills, Foster's Nail works, the Bolt and Nut works, Campbell & Fowler's, Myer's, Brownley & Co's, Hazelhurst's; such factories as Parks', Rankine's, Woodburn's, Howe's, Lordly's, Scott, Lawton & Love's, Bell's, Isaac's, etc.; such mills as Jewett's, Cushing's, Hilyard's Gregory's, and the fifty others, all working or to begin work when the season opens; all doing or to do more business than ever done before, and all being amply prepared for the demand upon their resources such as the prospects foretell.

Like other large cities too, we have our institutions and our pleasure resorts, but the one great object of attention to our people is the welfare of their country apart from anything else. Today we can go into manufactories of St. John and see the most modernized machinery. Everything is done by the latest methods in those places, and the products of the labor are not to be surpassed. Besides the foundries, factories and mills mentioned, we have steam laundries, steam lithographing works, dye works light stations, and whatever is conducive to the progress of the world. With Portland annexed, we will be of more importance; we will be able to do more and do it better; we will be greater. With fine railroad facilities, with the best harbor in America, with the best ability in Canada, who can say that our advancement hereafter will not be as great as it has been in the past? The life of the United city will be even brighter than the individual lives of either.

The subject has been treated much more generally than particularly, as the space only will admit, although it was not the intention on beginning to speak of St. John as she stands commercially today. An article to that effect will be found on its proper place, and while little justice has been done the development of our resources, yet the brevity of this article will commend itself to all, and, will doubtless, in a measure amend for the lack of many definite facts. People say that St. John has not grown since 1876. Such is a mistake however. There has been a great advancement in industry since that time, as figures go to show. If the population is the same, making exception for the loss by the Great Fire, there is more money to divide, and to-day, taking circumstances into consideration, St. John is much greater than she ever was. We have again tasted of the sweetness of success, and once quaffed the cup will be ever at our lips. The future of the new St. John is in the hands of the people, every one of whom has a duty to preform to himself, and to others, and if our present progress is to be any criterion our future will be prosperous indeed.

MC2398

POOR DOCUMENT

TAKEN BY SIEGE.

The Story of a Young Journalist's Experiences in New York.

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SYNOPSIS.

"Taken by Siege" introduces its readers to the principal characters in the story at a village in central New York. Rush Harlestone, the hero, adopts journalism as a profession and after a year spent on a country paper thinks he has nothing more to learn. Then he seeks a position in New York and learns that he has learned nothing at all.

His experiences about the theatres and among men of a literary turn are well portrayed and at last he falls in love with Helen Knowlton, the heroine of the story. Miss Knowlton is an actress of considerable repute and has many admirers.

[CONTINUED.]

"So I was, dear boy," said Archie, with a sigh, "but I am so no longer. My father died—rascally executors—the old story—mother, the girls and I left penniless; but the worst is over. Come have breakfast with me at Mouquin's. We'll have deviled kidneys and a bottle of wine, and I'll tell you what little there is to tell. It may amuse you. Then we'll talk over old times and the present—that is, if you are not otherwise engaged."

"Unfortunately, no; I'm quite the gentleman of leisure. My time's my own."

Rush would never have suspected from his appearance that Archie Tillinghast was not as rich as ever. He was faultlessly attired. Careful examination later on showed a little wear in his clothes that had come from hard and constant brushing, but their fit was perfect and gave him the appearance of being better dressed than he really was. "You certainly look as much the man of wealth as ever," said Rush, regarding Archie's city style with admiration.

"Ah, my boy, I've made the study of economy a fine art. I can wear a coat about as long as any man you ever saw, but it looks well to the end, because—I don't mind telling you the secret—it fits me. I have a jewel of a tailor, who makes my clothes from a fashion book that I furnish him. You smile. You will smile more when I tell you what the book is—Punch. Du Maurier's men dress like gentlemen, not like tailors' dummies. My clothes are the envy of the club. They think I get them direct from Poole. If I were not a journalist I should be a tailor. The art of dress is a great art. Think of the pleasure of creating a well dressed man! But here we are at Mouquin's. I see they have my table ready for me. I breakfast here every Tuesday morning."

Archie entered the room with the dignity of a lord mayor at the great banquet of the year. As they seated themselves at the table, he said to the waiter:

"The same breakfast, Louis—only enough for two; and don't let the cook burn those kidneys. I am very particular, you know; and they were a little too brown last week. Now, dear boy," turning to Rush, "tell me something about yourself."

"You have whetted my curiosity to hear your own story. Archie Tillinghast as a workingman is something I never dreamt of. You spoke of journalism, so that is your profession, is it, and you are on The Trumpet? What do you do?"

"What don't I do, you might ask with greater propriety. Well, I do little odds and ends of everything; but my great day is Sunday. A page of the Sunday paper is given over to my pen."

"A page! you must be making a fortune, Archie."

"I'm not a 'space man,' dear boy; it is the salaried men—the small salaried man, I should say—who fill two columns a day, and a page on Sunday."

"But what department gets a page to itself?"

"The one that least deserves it—society. You know that I am connected by blood or marriage with half the society people of New York, and, notwithstanding the loss of my money, I am invited everywhere. Young men are scarce, and well connected young men are at a premium, and I am invited none the less because I write the society notes for The Trumpet. Time was when an American gentleman seriously objected to having his balls and routs described in the newspapers; but it is done so much nowadays that his wife is afraid they will be called nobodies if their name is not seen in print in connection with the winter's festivities. I am in great demand from Murray Hill to Mackerelville; they all want me. What it is to be popular!—eh, old fellow?"

By this time the breakfast was served. There were more than kidneys, and it was a most delightful repast; but Rush was not in a condition to do justice to it. He had eaten so little for a week past, and such plain food, that even the rich aroma of the kidneys, with their wine sauce, was almost more than he could digest.

"Where's your appetite, old man? You're not eating anything. Perhaps you had a late breakfast and are not hungry."

"On the contrary," said Rush, who was beginning to feel as though he were going to be ill, and that he need have no more pride in the matter, "I have had no breakfast, and I am very hungry—too hungry, in fact, to eat."

And he then made a clean breast of it, and told Archie just how he was situated. To say that amiable young man was shocked would be doing injustice to his kind heart. He was genuinely distressed at his friend's condition; but before he entered into particulars he ordered a bowl of bouillon, which was easier of digestion than the deviled kidneys, and he made Rush eat it and then drink a glass of brandy and soda. Then, when he had got him into better condition, he began by scolding him for not looking up his friends, after which they discussed the situation calmly.

"I made up my mind to give The Dawn one more trial," said Rush, "and then, if there was no work for me there, to try some other paper or break stones on the highway; but I certainly would not go back to Farmsted and sponge on my mother. If a chance does not occur here sooner it will later, and I'm young enough to wait for it."

"There is always the chance, but it is devilish slow in coming sometimes. Now if you are not too proud I'll put you in the way of a job that will bring you in fifteen or twenty dollars a week, and need not interfere with your work on The Dawn, if you get any. I'm not too proud to increase my limited income by the same means, but I tell you frankly, dear boy, I would not care to have it known among the rich and great with whom I hobnob out of business hours. Can you write poetry?"

"Hardly that; but I can make rhymes," said Rush, wondering what bomb his friend was about to burst.

"So much the better. A poet would scorn to engage in this business, but it is the fortune of the rhymester. Now, I am paid $20 a week by the wealthy proprietor of the Damascene soap to write rhymes in praise of his wares. I do the New York morning papers; and he told me the other day that if I could get up a new batch for the evening papers he would like to have one, or, if I had not the time, perhaps I could suggest some one with a poetic talent who would take the job. He didn't know much about poets himself—thought they were a rum lot—and he would be obliged to me if I would bag a Byron for him. You're just the man. No one need know it, and it will keep your stomach from getting in such a condition again as it was in when I found you. You need not be particular about being original; you can work over your Tennyson or your Longfellow; only get in the word Damascene, and your duty's done. Meet me at the club to-morrow with a batch of verses. We'll dine together; and in the mean time I'll see old Pennypacker and have a check ready for you, from which I will deduct $5 that I'm going to give you now."

"No, Archie, old man, said Rush, pushing away his hand, and with difficulty speaking for the lump in his throat. "Wait till I've earned it. Your kindness has completely upset me, but I can't take your money. I'll gladly try my hand at the soap verses and take my pay when they're written; but not till then."

"Nonsense! What is a friend for if not to help one when he needs it? I shall really feel hurt, Rush, if you refuse me. I wouldn't treat you as formally. It's only $5, and you will have earned it before midnight I'll lay a wager. Come, old man, don't make me feel that I am asking you to do something dishonorable. Much more than a paltry $5 has passed between us at college."

"Yes, to be sure there has, but neither of us needed it as much then as we do now. It is much easier to borrow money for tomfoolery than for food. But I'll do as I would be done by; I'll take your $5, Archie, and try to think that it is old times. I feel that this is the turning point, and I can't thank you enough."

"Don't mention it, dear boy. I'm sorry you take a trifle so seriously. It all comes of the condition of your stomach. I think you can venture on eating a fairly hearty dinner to-night and a good breakfast to-morrow. And then you must dine with me at the club to-morrow night at half past 6 sharp, for I have three receptions and a wedding on hand. By the way, put on your dress coat, for I shall take you to one of the receptions with me at my uncle Archer's. I want you to know my cousin, Bessie Archer. She's an awfully jolly girl. I'll tell them I'm going to bring you. They will be delighted, for they've often heard me speak of you. Come, cheer up, man; you look 50 per cent. better already. 'So long,' and don't forget to-morrow night, Pownow club, Fifth avenue and Nineteenth street." Archie put out his hand, and Rush took it with a grip that drove the rings on his friend's fingers into the flesh; but the latter was too polite to wince.

He had hardly put his foot on the threshold of the waiting room door when the old messenger stepped up to him and said, "Just in time, sir. Mr. Musgrave sent out here for you only five minutes ago, sir, and I told him this was the first day you had missed in three weeks. I'll go at once and tell him you are here, sir"—which he did, returning with the message that Mr. Musgrave would like to see him. "It never rains but it pours," thought Rush, as he walked eagerly to the little room.

"Ah, Mr. Hurlstone, how are you? Sorry not to have been able to do anything for you before, but we have been pretty well filled up. Just at this moment, however, we are short handed, and I want to work up a particular case at once. Do you know where the Academy of Music is?"

Rush looked at Mr. Musgrave to see whether he was joking; but he was busily writing, and not even looking at him. "In Irving place, I believe."

"Quite right. Irving place and Fourteenth street. I have been informed that there is a strike in the orchestra. I want you to go up there and see Mr. Maxmann and get what he has to say about it, and then see some of the orchestra and get their story. 'What the Bass Drum Says,' 'How it Strikes the Cymbals'—good head lines, eh?"

Then, laying his pen down, ramming his hands into the depths of his pockets, and taking aim at Rush with one eye, he said, "Do you know Miss Knowlton?"

Rush felt that he started, and knew by the tingling in his cheeks that he blushed. Luckily, Mr. Musgrave was thinking his own thoughts, and, although his right eye was staring hard at the young man before him, his mind was upon something else.

"I must have an interview with Miss Knowlton on this strike; it would be immense. I'll give you an open letter from The Dawn, Mr. Hurlstone, and she cannot refuse: you're a persuasive young man, too, I fancy, and you must do your prettiest."

Seizing a pen he wrote in a quick, flowing hand:

"Will Miss Knowlton do Mr. John Gaspar Plummett the honor of giving his representative, Mr. R. Hurlstone, the bearer, her views on the recent strike among the musicians in Mr. Maxmann's orchestra for publication in The Dawn?"

"There! I guess that will do it," said Mr. Musgrave, running his eye rapidly over the note. "Now see how successful you will be with your first assignment. Go to the Academy first. You are more likely to find Miss Knowlton in later in the day. Good luck to you!"

Rush stood a moment in the corridor and read Mr. Musgrave's note carefully over, word by word.

"I don't think I shall ever forget this day," said he to himself as the glass door clicked behind him.

CHAPTER V.

RUSH HURLSTONE lost no time in reaching the Academy of Music. He was fortunate enough to find Mr. Maxmann in the little room behind the box-office, where he was wiping the foam of a fresh glass of lager from his grizzled mustache. The day was a rather warm one for March, and Mr. Maxmann—a small, stout man, with a very red face—had removed his collar and necktie, which lay on the table in front of him, beside his beer mug. His waistcoat was unbuttoned and thrown back, revealing a not too immaculate shirt front. Rush, as soon as he announced that he was from The Dawn, was ushered into the manager's presence, but was about to retreat with an apology for intruding upon his deshabille, when the little man sprang to his feet and embraced him in the most affectionate manner.

"Come ride in, mein dear young gendleman," said he, forcing Rush into a chair. "Sid town and make yourself ad home. A glass here, you young rascal." (This to the office boy.) Then, filling the two mugs, "Your goot hel, my frient."

Rush drank the toast and explained his business.

"Yes, you may call it a strike, a leedle one; but I don't tink we'll haf any more drouble. It all comes of tad flageolet of mine—such a stupid vellow. He's a regular agidator, and he won'd be habby till he gets up a row. He's sugceeded in making some of the odders tink that they wand more money for rehearsals, but they don'd, and they know it. But some mens are never satisfied. That's all there is; the performances will go on all ride. Do you care for music? Of course you do. I see you are a young gendleman of taste. Here are some tickets. Don'd refuse me. I nefer asked you a favor before. Come, and bring her." And the manager winked his good natured fishy gray eye at Rush, who smiled to himself as he thought who the only "her" was.

Rush thanked Mr. Maxmann for his courtesies, and had just risen to leave the room, when the door burst open and a gayly attired young woman swooped in upon them. I beg the reader's indulgence for saying "swooped," but no other word would describe this young person's manner of entrance.

"Ah, here you are, papa!" said she, giving the manager a resounding kiss upon his bald head. "I was afraid you'd be gone before I got here; but I've been flying round like a hen on a hot griddle all the morning—rehearsals and costumers; there's no rest for the wicked. Don't forget you're to take me out to dinner to-night. You must give me a good one, too. All the exercise I've had today has given me an appetite and a thirst too; don't forget that, papa—and a thirst too." Then, suddenly discovering Rush, who was tugging ineffectually at a spring lock, "Who's the young gentleman? Why don't you introduce me?"

"You didn't give me time, paby. Mr. Hurlstone, of The Dawn. Rush bowed politely.

"Happy to meet you, Mr. Hurlstone, of The Dawn, said the young woman, staring boldly into his eyes, as she put out her large hand, swathed in lavender colored kids, for him to shake. "Hope you've had a satisfactory chat with papa, and that he's given you lots of items for your paper and tickets for yourself."

"Your father has been very kind," said Rush. But he had hardly said the last word when she gave vent to such a laugh as he had never heard from the mouth of woman before, and the old manager's face was actually purple in his efforts to keep from bursting.

"There! you've said enough," said she, as soon as she could control her laughter; "that's as much as I can stand for one afternoon."

The office boy entered the room at this moment. Rush availed himself of the opportunity to escape and bowed himself out. The manager was choking with suppressed laughter and the young woman was pounding him on the back as Rush turned to make his parting bow.

"Good heavens!" said the young man to himself as he stepped out upon the sidewalk. "I was just pitying Maxmann for having such a loud, vulgar daughter, and to think that she is a matter of choice! This is the stage, is it? This is the sort of man who comes in daily contact with Helen Knowlton. Well, she is an angel, so I suppose she can walk through fire without being scorched; but it's a pity she has to do it. If I had a million dollars I would send it to her anonymously and beg her to take it and retire into private life."

Standing by the stage door of the Academy, Rush saw a group of excited men gesticulating after the manner of foreigners. When he came up to them he knew at once that they were the striking musicians, among them being the belligerent flageolet, as Rush could see by the shape of the little leather case he carried in his hand. He at once began talking with the men, who were very glad to tell their story to a reporter. It was a very different one from that of the manager. He didn't want to pay them at all, they said, and vowed that he had no money.

"Mooch lika that," said the flageolet. "He hava plenty money. He spend him—oh, yes, he spend plenty fora his Bebe he calla her."

"Shall you play to-morrow?" asked Rush.

"Si, si," answered the spokesman. "He pay we play. We tella him he no pay we no play."

By further questioning Rush learned that there had been a close approach to serious trouble at the rehearsal that morning—that the musicians, led by the flageolet, had refused to go on till they got their money, and that Maxmann had said positively he had not a dollar in the bank, but would pay them in full on the first of the month, when he would get an assessment from the directors. They had heard that story before, and refused to put any confidence in it, and would have walked off with their instruments under their arms if Miss Knowlton had not come to the rescue and insisted that the orchestra should be paid with the money which was due her that day, and which she knew Maxmann would have ready for her, because he could not afford to treat her as he had treated the poor musicians.

"Noble creature!" said Rush to himself. "She is as good as she is great." And to think that he was going to see her, and on that very day, too!

He learned from some of the people of the theatre that she drove out with her aunt every afternoon on the days when she didn't sing; and, as this was one of them, Rush concluded that he would not find her at home then, but that he had better call at her house just before dinner time, when he would be pretty sure of finding her in. This would give him time to dress, as it was not quite 5 o'clock. So he hurried over to West Eleventh street.

Never before did this young man dress himself with so much care. He had taken his usual bath in the morning, but he took another, and put on the best of everything he owned. He looked over his stock of shirts with the eye of a Brummel. The collar of one was too high, the collar of another too low. Finally he completed his toilet and set forth. His landlady met him in the hall. "Bon jour, Mme. Pinot," he said, gayly, as he ran downstairs; but Mme. Pinot was so struck with his changed appearance that she could not find words to return his salutation.

"Well," said she, in French, for she said it to herself, "something has happened; he doesn't look like the same person I saw this morning."

And indeed he did not. There was a color in his cheeks and a brightness in his eye that had not been there in many a day. His encounter with Archie Tillinghast and his assignment from The Dawn office would have been exciting enough without this great climax.

He lost no time in walking to West Twentieth street, but when he turned into that street and the little gothic houses stood in all their prettiness before him, he slackened his speed. For a moment he thought that he was ill, but he concluded that it was only the effects of an exciting day. Back and forth he walked in front of the house he was so soon to enter, and could not make up his mind to pull the bell handle. "Rush Hurlstone, you're a fool!" he finally said. "Don't you know this is business?" Then he mounted the steps and rang the bell. How musically it tinkled in the basement below! The door was opened by a man servant in livery, of whom he demanded, "Is Miss Knowlton in?"

"I will inquire if you will be good enough to send up your card," replied the man, with the evasive answer of the well trained servant of a public person, at the same time ushering Rush, who handed him Mr. Musgrave's note of introduction, into a gem of a drawing room. A grand piano stood in the middle of the room, which was adorned with fine paintings and some rare portraits of distinguished singers. Flowers in baskets and in vases filled the place with a rich perfume. Easy chairs and bric-a-brac abounded. The whole atmosphere of the room was one of luxury and good taste. "This is her home," thought Rush, looking about him; "these are the rugs her tiny feet tread upon; these are her books; there stands her piano, over whose ivory keys her ivory fingers glide." In this way he amused himself until he heard the rustling of a woman's gown on the stairs. His heart stopped beating and seemed to grow so big that he was afraid he could not speak when she entered. Ten thousand thoughts flew through his mind. He arose from his chair, and, shutting his eyes, said to himself: "When that door opens I shall see the most divinely beautiful creature that treads this earth; one for whom I would lie down and die—nay, more, for whom I would stand up and live."

A sort of ecstasy took possession of him. The door swung back on its hinges; he opened his eyes and Aunt Rebecca Sandford entered the room. Rush started. If he had been struck in the face he could not have had a harder blow. It took him a few seconds to recover his wits. If he had had to speak first he would certainly have disgraced himself, but Aunt Rebecca began at once.

"She's very busy just at this moment" (Miss Sandford had an ugly way of saying "she" or "her" when she meant her niece, forgetting that there were any other shes or hers in the world), "and asked me to step down and see you. I'm very partial to press boys myself, Mr. Hailstorm" (another ugly trick of hers was to get people's names wrong), "and I'm always glad to have a little chat with them. Take a seat, pray. You wanted to see her about that strike. Well, now, I really don't see how she could say anything on that subject. She doesn't want to pitch into Maxmann because the man really means well; but, you know, Italian opera is an expensive luxury. That's why it's fashionable. It'll never be popular, though, mark my words. English opera is what'll fetch the people. If that child ever sings in English opera she'll make her everlasting fortune. I tell her so, too; but they all have a foolish pride about Italian opera. It's nonsense, arrant nonsense. The biggest money is in the English opera, you mark my words."

Rush had no doubt that she was correct, but he hadn't come there to hear Miss Rebecca Sanford's opinion of the relative merits of English and Italian opera. He was a diplomatic young man, however, and when he found that the prospect of seeing Miss Knowlton looked dim, he tried all his arts. When Aunt Rebecca, who was an impulsive woman for all her shrewdness and brusque manner, learned that it was his first assignment, she took a personal interest, and said he should "see that child as sure as there was a Moses in the bulrushes," and she left the room to fetch her.

This time there was no mistake. Rush heard the clear notes of Miss Knowlton's voice as she descended the stairs, and in a moment she was advancing toward him with her hand extended. Such a beautiful hand, too! It felt like a rose leaf as it lay in his for half a second.

"I am very glad to meet you, Mr. Hurlstone, and shall be most happy if I can be of any service to you."

Then she sat down on one side of him (Aunt Rebecca sat on the other), and "took him all in," as she afterwards told him. She saw a tall, well made young man with brown hair, a clear, dark skin, and strong, white teeth that a budding mustache made no effort to conceal. He was certainly handsome, and he had an easy, natural manner, that was very attractive.

About the strike she would rather not say anything, but, as he had taken the trouble to find her and did not want to go back empty handed, she would say that, although she did not believe in strikes, her sympathies were with the strikers in this instance.

"They did not strike for higher pay," she said, "but for what they had already earned. I do not, however, want to accuse Mr. Maxmann. He had no intention of cheating them out of their money; he only wants time. You see, Italian opera is very expensive, and the expenses are not properly apportioned. We prime donne are not paid in the right way. We should not get such large certainties. I have always held that a prima donna should be paid in proportion to her 'drawing' powers—a small certainty and a percentage."

"Hear that child, now!" interrupted Aunt Rebecca, "you might know that she was an artist—no head for business, a small certainty, indeed! Who ever heard of such a thing?"

"Not a prima donna I will venture to say," said Helen. "No manager would be bold enough to mention the subject in her presence."

So they chatted on for fifteen or twenty minutes.

"I have been very frank with you, Mr. Hurlstone," said Helen, "and I leave it for you to draw the line between what I have said to you and what I have said to The Dawn. I think that I am perfectly safe in trusting myself in your hands." And she gave him a look of such confidence that he was quite beside himself. Both Helen and her aunt were pleased with Rush. "When you are at the theatre come around and see us," said Aunt Rebecca at parting. He was so young and so enthusiastic that she liked him; and then he was a "newspaper man!"

Rush had a column of The Dawn for his story, and it was a good one. The city editor complimented him upon it, and told him to come inside the next day and he would try to find him a desk. So at last he had got a foothold, and his prospects seemed to him simply dazzling. What a glowing letter he wrote home! It was to his mother, with whom he could be confidential, and the glowing was largely about Helen Knowlton.

"How young men will rave over women on the stage!" said that good lady. "But it will blow over. I won't scold him yet, dear boy!" And she put the letter carefully away in her writing desk, that "the girls" might not see it.

[TO BE CONTINUED.]

Mr. Coste, a prominent engineer of the geological survey has not been dismissed as reported.

A CENTURY HENCE.

WHAT ST. JOHN WILL BE LIKE IN 1989.

The Great Seaport and Manufacturing City of Canada.

If we had it in our power to look back at St. John as it was on the 18th of May 1789, and to view it with the same clear vision that we bring to bear upon the present, we would see it a small village of mean houses, its streets, where they had been cut through the forest, defaced by stumps, a place with few inhabitants, with hardly any commerce, inferior in almost every respect, to dozens of villages scattered throughout this Province today. We would not recognize that St. John as the city of our home, so greatly have its features been changed by the industry of man. The street in which we live, if it existed at all, would appear but as a rude path, the harbor without wharves, and almost without shipping, would bear but little similarity to the harbor as it is now. Yet all these changes, so startling in their completeness have been the work of a single century, and of a comparatively small body of people, who have in the main have been obliged to struggle on, unaided by capital from abroad, with no resources but what they found within themselves. Yet within a century, St John, despite its original disadvantages, despite the extreme difficulties of its site, has grown to be a city of 50,000 inhabitants, with fine streets, elegant buildings, an extensive commerce, large manufacturing industries, and with trade relations in almost every part of the world. If St. John has done so much during the century which is past, what may we not expect of it during the century to come.

St. John is to-day a larger community than any city in the United States was a century ago. Boston at that period had existed for one hundred and fifty nine years, yet it was not more than half as large as St. John is now, after a career of a little more than a century. New York after an existence of 180 years was not as populous as St. John is to-day. Philadelphia, the largest of the American cities during the last century, was, not at the time of the revolution, as important a place as St. John. These cities had grown, as St. John has grown, by slow accretion; as a result of the development of the resources of the country about them, and largely without the aid of foreign capital. Yet any one who viewed them a century ago, and who regarded their rate of growth for a century previous as likely to determine their increase for a century to come, would have been grievously mistaken. The growth of a prosperous community proceeds at a constantly increasing rate of progress, and is not to be measured by its past.

New York may be taken as the most remarkable instance of steady and healthy growth of any community in America. New York, with Brooklyn and Jersey city, forms a community of not less than two and a half millions of souls, yet New York at the close of the revolutionary war had not more than 30,000 inhabitants. New York has undoubtly had exceptional advantages over every other community in America, yet New York is not more the great commercial seaboard city of the United States than St. John is of Canada, and although we may not hope to rival the growth of the great metropolis of America, we may fairly expect to show the same superiority over the other seaboard cities of Canada that New York possesses over these of the United States.

If Canada continues a portion of the British Empire, as all good citizens firmly believe and fervently hope she will St, John must—eventually, become its greatest city, or if not its greatest, second only to Montreal. Yet when the position of the latter city comes to be examined, it will be seen that its rapid growth has been due not so much to its natural advantages as to the energy of its people, who have made the St. Lawrence navigable for the largest steamships, and supplied it with such facilities for commerce, during the season of open navigation, as hardly any other city in America enjoys. Yet here comes in the fatal weakness of Montreal; for five or six months of the year it is firmly closed by ice, and even in summer it is a long and difficult voyage to reach it, especially from the south. Whatever may be its advantages with respect to European trade during a part of the year, it can stand no chance in a fair competition with St, John for the trade coming from the south, whether it be from the West Indies, from South America, from the East Indies or from China, and this trade must eventually all fall into the hands of the people of St. John, if they show themselves as energetic and capable in the future, as they have been in the past.

A century hence the Dominion of Canada will probably have a population of 80,000,000 and, if so, there is no reason for doubting that St. John will then be as large as Philadelphia, or that its population will be close to a million souls. We may then expect to find it the principal seat of the cotton and iron industries of Canada, and to possess besides no inconsiderable share of the minor factories of the Dominion. But in cotton and iron it ought to be supreme, and with a vast population in Canada to supply with articles manufactured out of these materials, it is easy to see that as much employment will be given to artisans and mechanics in these lines as would of itself from a large city. The Sugar refining trade of Canada also belongs to St. John by right, and must eventually come here. Cotton and iron will be manufactured here because coal is cheap, and because this is the nearest point in Canada to which the raw material can be brought by sea, and the same reason will give us the sugar refining business. The old West India Trade, which made our people wealthy in former times, will be revived and increased in volume, and raw sugar will be refined here for use in the remotest parts of the Dominion.

It is impossible to predict to what enormous proportions the fish trade of Canada will have grown in the next century, but it will certainly be vast. Inland Canada and the British West Indies will take all the fish that our seas will yield, even if the product should be four times the present supply, and the market of inland Canada be ours exclusively. No city enjoys the same advantages as St. John for the successful conduct of this business, and, a century hence it is probable that a fleet of fishermen will hail from this port four times as numerous as Gloucester possesses to day while employment will be furnished to thousands of people in the industries allied to this extensive trade.

The West India trade of St. John will naturally increase as our facilities for conducting it grow and it is impossible that in the end we can fail to secure the major part of it. A century hence St. John will be the great Canadian port for West India and South America goods, and it will be sending these goods over a net work of railways to all parts of the Dominion.

Nature has given St. John a harbor, which although not large is admirably safe and easy of access. A century hence its aspect will be wholly changed from what it is at present. A huge breakwater of stone will be built across the entrance of Courtenay bay, with two overlapping wings, between which the largest ships can enter. Behind this will be a series of docks, like these of Liverpool with connecting railways, elevators, and every facility for the shipment of heavy goods. Another breakwater will extend from the Beacon Bar to the end of the Fort Dufferin breakwater, and behind this will be more docks, both wet and dry. Splendid wharves of stone, will replace the present wooden structures. Within the present breakwater below Reed's Point, will be another splendid dock and there will be still another at the Long Wharf. The Straight Shore will be lined with factories and warehouses. There will be a ship canal from the Straight Shore to Marble Cove and the enormous basin there and above Indiantown will be filled with the ships of all nations, discharging and receiving freight. St. John harbor will then accomodate a commerce rivalling that of Liverpool at the present day. And as this commerce grows it will find room for unlimited development in the ten miles or more of deep water from Marble Cove to the foot of the Long Reach forming a harbor absolutely unrivalled in capacity and in safety. The Kennebeccases and the Reach will then form the finest stretch of water for yacht sailing in summer that can be found in all America and the St. John Yachting Club will possess in Drury's cove the finest Yacht harbor that can be found anywhere. At this cove and at other points on the shores of the Kennebeccasis, spacious hotels will rise which will be thronged with summer visitors from all parts of Canada and the United States, who will be attracted to this city by its delightful climate, its beautiful surroundings and the generous spirit of its people.

A century hence the aspect of St. John will be so changed that a man of the present day who chanced to stumble into it, would find himself wholly unable to recognize the marks which were familiar to him in the days of his youth. He will look in vain for Fort Howe, for that huge excrescence will have wholly disappeared, and its site will be as level as King square. He will find many people who will be wholly ignorant that there ever was a hill there, but, finally, some ancient inhabitant will tell him that when he was a boy he remembered that hill but it had been all cut away to build the breakwater at Courtenay Bay.

St. John will then extend over an area twenty times as great as that now occupied by the houses of this city. A spacious park second to none in America in natural beauty, will enclose Lily Lake and half a dozen others behind it, which lie towards the Kennebeccasis. A series of elevated railways will run to the suburbs radiating from a common centre of the old city, and these suburbs will be laid out in magnificent streets built up with costly residences. The entire peninsula of 8,000 acres which forms the area of the present St. John will have been redeemed from its present rude condition and will be filled with a vast population, industrious, and prosperous, rejoicing in the substantial growth of their city which had been built up by the enterprise and energy of its people.

The St. John of a century hence will be the manhood of what is now but a period of infancy. Enriched by abundant capital, directed by wise foresight, and impelled forward by ambition and hope, St. John will, in time, take its place among the great cities of the world. In a material point of view, it will have no reason to complain of its lot. Nor do we doubt but that in our moral and intellectual attainments it will be as far advanced as it is in merely material things. That this may be the case will be the wish of all its children who are worthy the name of sons and daughters of this fair city, which has been seven times tried in the furnace of affliction, yet has not perished.

Something About Teas.

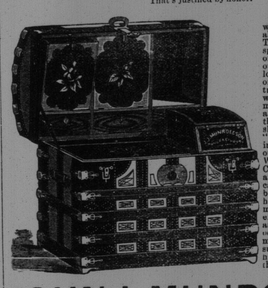
This branch of business has of late years become of importance, and some few firms are giving their entire attention to the line. Among the best known and most prominent of these is E. G. Scovil, No. 11 and 13 North Market wharf. Mr. Scovil imports very largely in teas, and is most particular in the selection and matching of such lines as he finds most suitable to his trade. He counts some of the most reliable dealers in the Provinces among his customers, and buyers of tea would find it to their advantage to give him a trial. The competition in the tea trade is very keen and a great many methods are being resorted to, to sell the line, but most retail buyers find it to their advantage to get their teas from a thoroughly reliable source, known to handle the goods in such quantities as to be able to buy right and thus sell fine. Among, and we may add very prominent among such houses, Mr. E. G. Scovil stands in his business, whose advertisement is on another page.

Lee & Logan.

Messrs. Lee & Logan are advertisers in this issue of THE GAZETTE. Lee & Logan are among the oldest grocery and spirits merchants in the city, yet their stock is always new and fresh, for they have a large list of customers and the goods thus landed remain but a short time in their possession. Country merchants looking for choice teas, coffees, spices and etc., and wines, spirits, etc., will always find it to their advantage to interview Mr. Logan of this firm, before placing their orders elsewhere.

Veni, Vidi, Vici! This is true of Hall's Hair Renewer, for it's the great conqueror of gray or faded hair, making it look the same even color of youth.

"To catch Dame Fortune's golden smile,
Assiduous wait upon her,
And gather gear by every wile
That's justified by honor.



To gain Dame Fortune's golden smile, we must know how to spare and how to abound, how to earn and how to spend. To earn is but little trouble; but to spend and yet save perplexes the best of us. We are proof against the arts of our fellow merchant, whose inordinate love of gain betrays him into the wiles of deception. We are frequently entrapped into purchases that amount to waste. In our dealings with our fellowmen, we should seek out those who have a reputation for honesty. Apropos of this, let us relate the following—A short time ago we made a shipment of "Trunks" to a party in Halifax, N. S., in acknowledging receipt of the Trunks our customer made use of this language: We have handled all makes of Trunks in Canada, but yours excel them all. They are, so far as we can see, faultless. We can recommend these goods as being the best; and consequently the cheapest, we have ever handled; only continue to manufacture goods of such quality and excellance as are manifested by them, and you will soon, if you do not already, occupy the leading place among Trunk manufacturers." We greatly appreciate such words of encouragement, and we have resolved to "gather gear" only by the "wile that's justified by honor."

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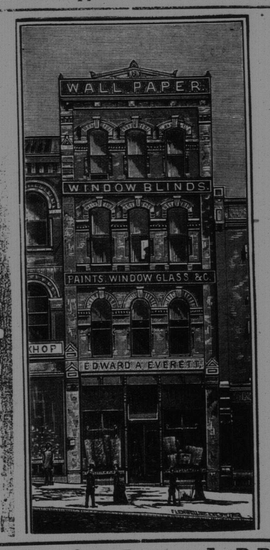

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MC2398

POOR DOCUMENT

Sun Life Assurance Co.

OF CANADA.

INDEPENDENT

CRITICISM.

What the Press has to say about it.

From the Montreal Witness March 7th, 1889

To compel people to subsidize home institutions by restricting foreign competition, or taxing foreign goods to that end, is tyrannical, even when done at the instance of a majority. The patriotism which induces people voluntarily to patronize home institutions which are vigorous enough to enter a free field, asking no favor of or protection from foreign companies is commendable. Companies subject to free competition, when vigorously managed, may always expect such patronage, and those who patronize them will not suffer for their patriotism. The prosperity of such institutions is justly the pride of their country, and as it is not the result of any artificially induced conditions, it is beyond injury from political changes, and is sound and lasting. The Sun Life Assurance Company is one of those Canadian institutions, which, though subject to free foreign competition, is, nevertheless, vigorous, prosperous and progressive. The report of the annual meeting of the shareholders is interesting reading, for not only members, but for the public generally. The income received this year, over half a million, was the largest ever received, and exceeded the expenditure by $237,631.53.

Mr. Macaulay, the Managing Director, pointed out that while the cash income had increased, the expense ratio had decreased by fully three per cent., a fact which speaks well for the care economy and ability with which this Company is managed. No less worthy of remark, from the same point of view, is the fact brought to the notice of the meeting by the Actuary, that the Company had received the unusually high rate 6.13 per cent., on all its realized assets, and that if the profits made on sales of bonds be included, the rate would be 6.65 per cent. Cautious, prudent, and yet paying investment is one of the principal factors of success in life assurance as in all other businesses.

From the Monetary Times, Toronto.

The report of the Sun Life Assurance Company is a very valuable one. The income of the year was $525,273, exceeding the expenditure by over $327,000. Death claims were $104,649, an amount in excess of the previous year, but still under the expectation of mortality. A cash surplus to policy-holders of $172,887 is shown, and the surplus over all liabilities and capital stock is $110,037 Furthermore, we are glad to observe a decrease in expense account, and also that the earnings from invested assets are at a good rate. The business of this Company has reached large proportions, and continues to be looked after with great care and judgment.

From the Trade Review.

The record of the Sun Life Insurance Company is one that has generally commended itself. It is, and always has been, managed with energy, prudence and honesty, and in consequence has had more than ordinary success. The annual meeting of the Company was held on the 1st instant, and in the present issue we publish a report of the proceedings. The fact of being able to set aside almost half its total receipts speaks well for the popularity, enterprise and excellent management of the Company. The Sun Life is in capital shape, its business being transacted in all quarters of the Dominion. Judging the future from the past, it is certain that the outlook is of a most satisfactory character, and under the able management by which it is conducted, there can be no question that the Sun Life will far outstrip anything that it has ever done. Mr. Macaulay, the General Manager, is a gentleman who stands in the front rank of life and accident insurance men, and, with him at the head there can be nothing but abundant prosperity.

From the Trade Bulletin, March 8th, 1889.

The annual report of the Sun Life, which is one of continued progress appears in another column and speaks for itself. Its perusal shows that a large amount of new business was transacted during the past year, both in its life and accident departments. The total revenue of the Sun Life for the year 1888 was $525,273.58, and, judging from the rates of increase in new business since January 1st, 1889, the end of the present year will roll up a gross income of nearly three-quarters of a million dollars. The resources of the Company now amount to two million dollars, with a large surplus over all liabilities. The statement, which appears elsewhere, indicates a shrewd, pushing and prudent management, to which the Company owes its marked success.

From the Toronto Mail.

The annual statement of the Sun Life Assurance Company of Canada, which appears in another column, reveals a condition of affairs that must be in the highest degree satisfactory to all interested in the Company, as well as to Canadians generally The business of the Company is progressing rapidly, over ten thousand policies being now current. The total resources are at present over $2,000,000, and the handsome sum of $1,080,000 has already been returned to policy holders. The affairs of the Company are splendidly conducted. The retiring Directors were, of course re-elected.

E. W. HENDERSHOT,

St. John, N. B.,

Manager Maritime Provinces and Newfoundland, Sun Life Assurance Company of Canada.

FORGOTTEN INDUSTRIES.

ST. JOHN'S ANCIENT WHALE FISHING COMPANY.

Enterprises that have Failed and Disappeared.

It was with melancholy pleasure that Old Mortality devoted his time to the restoration of the memorials intended to perpetuate the memory of these who had preceded him, and I am inclined to regard him as one of the most natural and at the same time one of the most admirable of Scott's creations. Perhaps I should not speak of him as a creation; a man of his quality, I believe, was included among Sir Walter's acquaintances, and it is rare that any writer of fiction introduces into his work any character that is without a tangible representative.

St. John, but just entering upon its youth, is already growing oblivious of its childhood. This is due in a considerable measure to the vicissitudes through which it has passed, Fire has swept over it many times and destroyed many of its early records; the families of many of its early settlers are extinct. Our older inhabitants are not a unit concerning the dates of events, about which interest attaches, that occurred in their childhood. Some of the industries and institutions that flourished in St. John during the early part of the century, long since became obsolete and in the main forgotten, but they have been succeeded by others that are wider reaching and more prosperous.

Though shipbuilding is not one of St John's forgotten industries it is one of the first in which its people engaged and up to 30 years ago it furnished employment to great numbers of its population. St. John ships for half a century were known the world over and it was hardly possible to turn them out from the shipyards so fast as they were required by the demands of commerce. Then came the telegraph and the railway and a clamor for a faster ocean service, and the wooden ships of the world were in a considerable measure supplanted by the iron and steel vessels which largely monopolize the business of the sea. There are those however, shrewd and far sighted men, who believe that the time is not far distant when it will be recognized that the good qualities of iron ships have been over estimated, and the demand for wooden ships will be as urgent as it was thirty or forty years ago. When that time comes the old shipyards of St. John will be as active as they were then, for we have the brains, the material and the enterprize required, and wait for nothing but a market.

It is known that in 1770 Jonathan Leavitt built here a sloop of 15 tons, called the Monnaguash, which was probably the first craft of like size ever built at the mouth of the St. John. "In 1784 Nehemiah Beckwith built a scow or tow boat to ply between Parr town and St. Ann's—the first attempt to establish regular communication between the two places." Then we have an account of a schooner having been built by Capt. Younghusband at Drury's Cove, on the Kennebeccasis. In 1786 Benedict Arnold built the Lord Sheffield—it was called "a most noble shippe",—as it is said by some, at Mauger's island, below Fredericton, and by others at Marble cove, on the ground now occupied by Arch Rowan's ship yard. In 1782 St. John's tonnage was about 150: in 1882 it was not far from 250,000. In 1824 the leading ship builders and owners of St. John were

Owens & Budd, yard near Portland Bridge.

Ezekiel Barlow, Thomas Barlow and Thomas Barlow, jr.
Walter Wilcoxson.
Henry Gault.
Charles Langstroth.
Samuel Strange.
William Richards.
Nehemiah Merritt.
David Leonard.
Isaac Woodward.
P. P. Bennett.
Stephen Wiggins.
John Richard Partelow.
Samuel Nevers, jr.
Alex. Nevers.
John Ward.
John Ward, jr.
T. T. Hanford.
James Allen.
L. H. DeVeber.
Angus McKenzie.
John Robertson.

The registry of 1824 embraced about 200 vessels of 7 to 667 tons, but it should be borne in mind that only the length and breadth of a vessel was then taken into account while now the length, breadth and depth are considered, so a vessel registering 667 tons in 1824 would register about 1000 tons today. In 1861 and 1862, 101 vessels of 50,199 tons were registered at this port and 24 of 23,170 tons proceeded with the governor's pass. Of these two of more than 1600 tons each were built at Clifton, Kings Co. by W. P. Flewelling, and 30 of from 1000 to 1760 tones each by:

Alex. Anderson, St. John.
James Nevins, St. John.
McLaughlan & Stackhouse, Carleton.
John Fisher, Moncton.
George King, St. John.
Gass, Stewart & Co., St. John.
John Haws & Co., Miramichi.
F. & J. Ruddock, St. John.
McMorran & Dunn, "
Arthur McDonald, "
John McDonald, "
John H. Morran, St. Martins.
Henry Rowan, Indiantown.
G. W. Roberts, St. John.
Thos. E. Milledge, Kennebeccasis.
Thos. Hillyard, St. John.

On the 24th of June, 1825, the St. John Mechanic's Whale Fishing Company was incorporated by an Act of the General Assembly with a capital of £50,000 "in the current gold or silver coins of the province," in 5000 shares of £10 each; 25 per cent payable in twelve months from the date of incorporation, and the balance when required by the directors, not more than 10 per cent to be called for at one time, and of each call one month's notice was to be given. The Company was restrained from selling silver coin or bullion, or bills of exchange, or lending money or engaging in any banking operations. The corporate members of the Mechanic's Whale Fishing Company were:

Thomas Nesbit, President,

John Haws,	Robert Foulis
George Waterbury,	William Lawton
C. D. Everett,	David McLelan
John Hooper,	Thomas McMackin
Thomas Allen,	John Pettingill
James Ward,	John Berryman
David Hogg,	Robert Ray
John Hartt,	Jeremiah Gove
Samuel Peters,	John Walker,

James G. Lester.

The late Capt. Quick was ship's husband of the fleet of the Mechanic's Whale Fishing Co. which consisted of four vessels of about 400 tons each, (under the measurement of to-day, 650 to 700 tons each,) manned by about 150 men and commanded by English or American captains. The vessels were the Java, built by W. & R. Wright at their yard on Courtenay Bay, where the Cotton mill now stands, the Mechanic and the Peruvian, built by Isaac Olive at his yard in Carleton, and the Royal William, which was purchased by the company in England. Their voyages occupied from two to three years, and the business was fairly remunerative, but other illuminants than whale oil came into use and the whale fishery was abandoned for a similar reason to that which caused the decline in the building of wooden ships twenty or twenty five years ago. Aside from the fleet of the Mechanic's Whale Fishing Co., other St. John vessels were at the same time engaged in the fishery. Mr. James Millidge had three or four vessels, one of which was named the Thomas Millidge and another, the Mozambique.

The Stewart company had the James Stewart, the Margaret Rait and one or two other vessels. Capt. James Cudlip and his associates sent out the Kenmore. The Kenmore was sent to California on the breaking out of the gold fever in 1849 and never returned. One of the Stewart Company's vessels was wrecked on Slag rock on her return from a successful voyage. Aside from this I believe none of the Saint John whalers ever met with any serious disaster. Of all the men who were interested in the St. John whale fishing, I know of but one, Manuel Francis, who is still living.

In 1835 an act was passed in the House of Assembly incorporating the Saint John Bridge company, with a capital of £20,000. The corporators were:

B. L. Peters,	R. M. Jarvis,
Nehemiah Merritt,	John Robertson,
James Peters jr.,	James Hendricks
David Hatfield,	R. W. Crookshank,
Robert Rankin,	R. F. Hazen,
E. L. Jarvis,	Charles Simonds,
E. B. Chandler,	Wm. Crane,
Hugh Johnston,	Thomas Wyer,
John W. Weldon,	Jedediah Slason.

From an account published in the News of that year it is learned that "the bridge was built of wood, consisting of truss work at the sides 15 feet in height." The site was about a quarter of a mile below the present suspension bridge. "The span between the abutments was 430 feet and the height of the bridge above the water was 100 feet. On each side a large chain was thrown across to afford staging for the workmen and, perhaps, intended to remain there permanently. The work was carried on at both ends, and when near being connected at the centre, one of the chains broke, and the whole structure fell into the river." The disaster occurred during breakfast hour, 8th. August 1837. From an account of the disaster published at the time I quote:—"On Tuesday morning, the 8th. inst., at about 9 o'clock the Scaffolding erected for the purpose of carrying over the BRIDGE from Portland to Carleton, together with the IRON CHAINS, on which the same rested, and a great body of materials, fell with a most tremendous crash into the River. About thirty of the workmen were on various parts of it at the time, sixteen of whom, including the Engineer and the three Superintendents, were fortunate enough to be on the part of the work which stood, or retreated thereto on the first alarm of danger. The remaining number were precipitated with the mass of lumber, chains and materials into the water below; seven were either killed or drowned, and the remainder more or less seriously suffered."

The dead were:—

Michael Watts,	George Buckley,
Daniel Lehay,	David Mailman,
Henry Lord,	John Farris,

John Maberry.

The wounded were;—Wm. McIntyre, James Ruckley, Robert McIntyre, Dennis Morrison, John Parks, William Cummings and Robert McFarlane. Of the latter I believe William McIntyre is now living on Portland street, Portland, "About the same hour at which the above accident occurred, the Common Council had assembled to make arrangements for Proclaiming Her Most Gracious Majesty Queen Victoria, that day having been officially appointed for the purpose. Before they arose from their seats, they were informed of the occurrence, and requested that some place might be immediately appointed for the reception of the dead and wounded. This was promptly attended to, and while the unfortunate sufferers were being conveyed to places pointed out, attended by Medical gentlemen, Minute Guns commenced firing, commemorative of the death of his Majesty William the Fourth, and the colours on the telegraph station and the different vessels in port were waving half mast high,—altogether, one of the most heart rending scenes the City has ever witnessed.

"At two o'clock, agreeably to arrangements made by the Common Council, that Body together with the Chief Justice and Members of Council and Assembly, Magistrates, Sheriff and Coroner, Members of the Bar, Military and a large concourse of Inhabitants assembled at the Court House and its vicinity, when the Proclamation of Her Majesty's accession was read by the Herald appointed for the purpose. It was again read in King's, Queen's and the Market square, on both sides of the harbor, and in the parish of Portland. May Her Majesty's reign over the vast dominions of the British Empire be as beneficial to the nation as that of her ancestors."

"About the year 1850," says Mr. Jack in his History of St. John, "a second attempt was made to bridge the Falls; the site chosen was about 100 feet below the present bridge, and a stray Hoosier found his way to St. John with a new principle in his head. He was going to astonish the natives by giving them a bridge built of deals, one deal to lap another perpendicularly, each projecting four feet beyond the previous one laid. All that he required was deals enough; so several of our public spirited citizens kept him supplied. After building out 100 feet over the boiling pot below, he one fine morning discovered that his bridge was beginning to cant or show a downward tendency. He was 'off in the next boat,' and has never since been heard of in St. John." Had this Hoosier lived a few years later he would have been called a crank of the most virulent type. I think there must have been a good deal of humor in the composition of the "public spirited citizens" who supplied the deals.

In April, 1828, an act was passed in the House of Assembly offering a bounty for flour manufactured by steam in the town of Portland. At that time there were no steam flour mills in Portland and the probable object of the act was to encourage their erection. In 1836, Thos. C. and C. D. Everett had a tidal saw and grist mill at Cunnabel's Point, now known as Union Point, a short distance above the Falls on the Fairville side of the river; they imported their wheat from the Baltic and from Baltimore, in the United States; they afterwards introduced steam into this mill. Associated with D. J. McLaughlin, John Berryman and others these gentlemen at this time erected a flour mill at Colebrook, now known as Coldbrook, which they run about four years when they were succeeded by Estabrook & King in whose hands it remained for a considerable period, the nail works being erected on the ground that the mill occupied immediately after its stoppage.

The old Phœnix foundry which stood on Water street, between the Custom house and the corner of Duke street, was run by Robert Fowlis from about 1817 till 1830. It was bought by T. C. Everett & Co., who occupied it till 1854 or '55, when they removed to Brussels street. Other flouring mills than those of the Messrs. Everett were in operation at the same time on Portland bridge and on Paradise Row at the site occupied by Vaughan's shoe factory.

On the 16th of March 1836 by an act of assembly the Lancaster Mills Co. was incorporated with a capital of £100,000, in 1000 shares of £100 each. The corporate members were:— Moses H. Perley, Isaac Gage, Nathan Howe, Edward Howe, Calvin Spaulding, John Gardner, Robert Gardner. The company acquired a large area of timber land at Musquash, where they erected their mills and pursued a very successful business managed by Henry Garbutt, whose death occured but recently in England.

The St. John Hotel Company, capital not to exceed £25,000, and the St. John Stage Coach Company, capital £10,000, were incorporated on the 16th of March, 1836. The corporate members of the Hotel Co. were:

Wm. H. Street,	Ezekiel Barlow
Thos. Hendricks	William Walker
H. Bowyer Smith,	Nehemiah Merritt
C. C. Stewart,	Charles Ward
Henry Gilbert.	James Whitney,
John Robertson,	Moses H. Perley
John G. Woodward,	John Wishart,

T. L. Nicholson.

Of the Stage company the corporate members were:

E. D. W. Ratchford,	Geo. A. Lockhart,
T. P. Crane,	William Wilson,
J. C. Vail	John Lockhart,
Oliver Vail,	Geo. Pitfield,
Geo. B. Estabrooks,	Ichabod Lewis,
Thomas S. Sayre,	J. F. Allison,
John L. Morse.	Wm. End.

James S. White.

The hotel was erected at the head of King street on the ground occupied by Trinity Block. It was kept for many years by the Messrs. Scammell, was the headquarters of the Stage Co., and the most popular hostelrie in the city. It finally became the property of the Freemasons who used a portion of it for the purposes of their order and rented the balance. It is many years since the structure disappeared.

A volume full of interest might be written of the men of our city a couple of generations ago but for the treachery of men's memories and the absence of printed or written records. What does it signify? That a couple of generations hence we too shall have slipped from the memories of our descendants and shall be hardly more considered than last year's leaves.

A Snake's Battle with a Cat.

It is not often that a newspaper man comes across two true snake stories in one day, but a reporter heard yesterday of two which are well authenticated. Mr. Cyrenius Hall, the artist, has a summer home at Isle of Hope. Three weeks ago Mrs. Hall, to encourage her hens to lay, bought a half dozen china nest eggs and placed them in their nests. On looking for them a few days after they were not to be found, nor were there any sugar bowls or tea sets about to show that the china eggs had hatched. The disappearance of the eggs was a mystery, until one day last week a chicken snake was killed on Mr. Hall's farm, and two china eggs were found inside of it. His snakeship had been doubtless suffering from dyspepsia for several weeks.

Mr. Hall's snake experience did not end with the eggs, however. That gentleman has a large cat, which is said to be one of the best and bravest of the feline species. A few nights ago the cat was locked in the store room. During the night a terrific noise was heard emanating from the room, and it was supposed that a strange cat had gotten in and the house cat was trying to put it out. Mr. Hall went to the place and let the cat (or, as he supposed, two cats) out. In the morning a large, headless, black snake was found in the store room. It had evidently attacked the cat, and, true to its constrictor instincts, tried to crush it, but the cat gnawed the snake's head off and escaped.—Savannah News.

Two Boneless Dwarfs.

Sussex county, Del., is proud in the possession of the Misses Marine, two remarkable little dwarfs, who were born and reared in that county. The oldest, Miss Lizzie, lacks three inches of being three feet tall, has a head in proportion to the rest of her body; is very intelligent, conversing fluently with all with whom she comes in contact, despite the fact that she weighed but forty-five pounds and must stand on a chair in order to put her head on a level with the shoulder of an ordinary person. But stand on a chair or anything else she cannot, neither can her sister, for the reason that neither are provided with those very necessary adjuncts to standing—bones. A sort of cartilage answers in place of the bones, enabling the little mites to move hands or feet with perfect ease. Both use the fingers quite nimbly, doing all sorts of needle work, such as embroidery, etc., although the fingers may be bent in any direction desired without the least sensation of pain, being almost as pliable as so many little ropes.—J. W. Wright in St. Louis Republic.

The First Law of Nature.

"I have a new story, told by the late Col. Gag Fake, which has never been in print," said the visitor, "and which never failed to set the table in a roar when"—The editor opened a drawer and drew from thence a large saw handled pistol carrying a ball that would weigh about three to the pound. "Do you want it printed?" he asked sternly, "or are you going to tell it?" The visitor turned pale; "I thought you might like to print it," he said feebly. "Shake!" said the editor, joyously, as he replaced the artillery, "write it out and take it to the foreman; we'll be very glad to print it. Got any more?"—Bob Burdette.

IRON IS KING.

THE STORY OF THE ST. JOHN BOLT AND NUT COMPANY.

The Good Work That They Have Done and are Now Doing.

The Saint John Bolt and Nut Company was incorporated during the session of 1880 and 81, and began its business on the lot of land occupied by the works of the Company today. The land for the buildings was secured the year preceding incorporation, and its extent is about 120 by 200 feet, and still there is not as much space as is now required. The business of the Company has steadily increased since it started, no order being ever permitted to leave the works unfilled. A visit to these works is one of profound interest, even for those who have no particular mechanical taste. There are ten furnaces in full blast all the time and the men who operate the machines close beside the furnace can work there in comfort at any season, notwithstanding the intense heat, because of a series of ingeniously contrived fans attached to the machinery—one over the head of each of these workmen—which, keep up a continual supply of cooling air, while the works are running. To add to the comfort of the men and to aid in tempering the heat the floor is wetted by a stream of water at intervals during the day. The ingenious fan contrivance for a supply of outside air, was invented by Mr. Gillespie who is one of the employees. In this department, so perfect and powerful is the machinery, the largest bolts are made in an instant— bridge bolts of various sizes, with round head and neck being made in the twinkling of an eye. Passing through this department there is another large room containing a number of machines for all description of smaller and some of the heavier products, from stove rods to bolts for the heaviest bridge purposes, washers, railway track bolts, plough bolts and stove, block and carriage bolts, etc. In this department also is the oil pump, which with its connections is a model of usefulness and economy. Just here it may be said that there is a specially prepared lubricating oil used throughout the works of this company, which is used in no other place in the Dominion, and it is believed anything approaching it is to be found but in one place in the United States. By its use all the nauseating smell of oil that is so frequently encountered in machine shops and mills, is entirely removed. It is pumped from a well into a high tank from which a continuous supply is conducted to each machine and after using drains into the well whence it is again pumped to the tank, thus serving its purpose for unlimited time. The secret of the preparation of this lubricator is in the possession of the company alone, and large sums of money have frequently been offered them for permission to use it, but the offers are in every instance declined.

The offices of the company, comprising a director's room and the room of the Secretary Treasurer, are on this floor, and also a machinists' department, where are several lathes and where is made all the machinery the company requires. At the head of this department is Mr. Charles Richards who is an inventor and who has recently completed an improved machine for planing iron. It can be adjusted so as to take off the thinnest scarf as well as a heavier one and once started does its work without requiring any attention from the man in charge. It is a splendid piece of machinery. On the next floor is another apartment where is some more apparatus in operation and where is kept a large and varied stock of bolts and rivets and washers and nuts of all shapes and sizes. There is now a stock in this apartment estimated at $15,000 and it contains in the vicinity of 800 different kinds.

The company are prepared to receive and execute all orders no matter how extensive they may be, they can supply all the iron bolts, ties, binders and everything for the construction of any railway or other bridge, whether an iron bridge or wooden bridge with iron fastenings. And all work done by this company is guaranteed, as they use nothing but the very best material. The rivets are all made from Londonderry Iron, while all their steel is procured from New Glasgow, and the monthly output averages about one hundred and ten tons. The Company in respect to its track bolts, supplies the I. C. R., the N. B.R., the Central., St. Martins and all Nova Scotia Railways. Besides these and other Railways they supply large quantities of car bolts for Messrs. Harris' & Co.

The Company is well stocked with orders, and the prospective business is not only encouraging but good.

They employ on an average about 45 hands, men and boys, and their monthly disbursements for wages amount to about $1200.

Their goods in the way of bolts, rivets, washers etc., are all packed in boxes on the premises, each box containing 100 or 200 lbs. according to the material. They also supply power to the Spice mills adjoining.

The St. John Bolt and Nut Works is a veritable hive of industry and enterprize, and a visit to this institution will afford an effective cure for any one who entertains the opinion that the industries of this city are suffering in competition with similar industries in other parts of Canada or elsewhere, or that the City itself is decaying.

The President of the Company is Bela R. Lawrence, Esq., who has filled this position since the organization of the Company, and his well known energy is a standing guarantee that the St. John Bolt and Nut Company will effect still greater things and accomplish more development as the years roll on.

Mr. Levi H. Young, also well known as a man of superior capacity and ability, as well as a man possessing that determination which forces success, is the efficient manager of the works, and Mr. J. E. E. Dickson fills the responsible position of secretary treasurer.

Under the administration of these gentlemen this Company can know no other word than "success."

The Eight Hour Question.

NEW YORK, May 15. The executive council of the American Federation of Labor held its regular biennial meeting in this city yesterday. It was resolved that the president issue a general eight hour circular to all scientific and economy conventions, to all historical societies, to all conventions of clergymen and to all state and national conventions of all political parties, so as to obtain their views on this important question.

Clarke, Kerr & Thorne,

60 and 62 Prince Wm. street

We beg to offer our customers in our

Retail Department

a good assortment at low prices in many lines; we would name today the following:

Fishing Rods, Flies, Lines Reels, etc., etc.

Lawn Tennis goods, good value.

Cricketing goods, good stock.

Guns, Ammunition, Revolvers, fittings etc.

Ready mixed paints, varnish, Oils, Glue, Stains, Marbeline for walls, for housekeepers use.

Large stock of latest designs in Electro plate ware.

Best Plated Forks, Spoons, etc.

Ivory and Celluloid Table and Dessert Knives.

Housekeepers Hardware and Kitchen Furnishing Hardware in great variety.

Call and Examine our stock

CLARKE KERR & THORNE.

TEAS.

E. G. SCOVIL,

Importer,

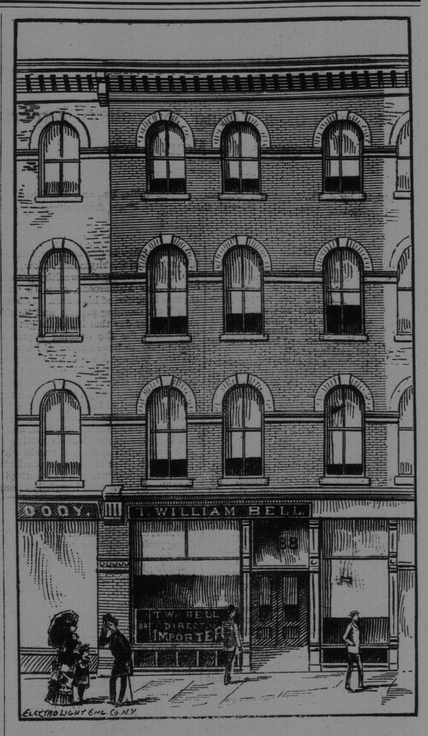
No 11 and 13 North Market Wharf.

Extra good value at low prices.

Specially selected for my trade in London.

Teas Matched--Send for Samples.

Agent for Pelee Island Grape Juices.



T. William Bell,

General Importer

AND

Commission Merchant,

88 PRINCE WM. STREET,

Saint John, N. B.

HIGH CLASS TEAS A SPECIALTY.

WHOLESALE ONLY.

FINANCIAL STATEMENT
—OF THE—
WESTERN ASSURANCE CO'Y,

December 31st, 1888.

—ASSETS—

Cash on Hand and on Deposit	$186,753,18
Municipal Debentures	85,599,42
United States Bonds	535,095,00
Dominion of Canada Bonds	179,917,50
Mortgages	22,100,00
Bills Receivable	59,531,48
Interests Due and Accrued	6,071,39
Company's Building	65,000,00
Re-Assurance Due from other Companies	31,218,31
Loan Company and Bank Stocks	124,530,00
Agents' Balances and Sundry Accounts	178,007,63
	$1,472,823,91

—LIABILITIES—

Losses under Adjustment	$114,970.19	
Dividend Payable January 8th, 1889	25,000.00	
Total Liabilities		$ 139,970.19
Net Cash Assets		$1,332,853.72
Capital Subscribed but not called in		500,000.00
Security to Policy Holders		$1,832,853.72
Income for the year ending December 31st, 1888		*$1,659,877.56*
Losses paid from organization of Company to date		*$13,337,549.58*

R. W. W. FRINK, General Agent,
SAINT JOHN, N. B.

WARE ROOMS ENLARGED

AND FILLED WITH A SPLENDID STOCK OF RELIABLE AND STYLISH FURNITURE,

Manufactured right here in Saint John by first-class workmen.

Many novelties in preparation for this Summer's Trade!

Our Factory on Main street, Lower Cove, has just completed a large order for the Algonquin Hotel, Saint Andrews, and we shall begin at once to make some nice goods for our local customers. Give us a call at

93 Germain street,

Opposite Masonic Hall,

A. J. Lordly & Son

MC2398

POOR DOCUMENT

A GREAT INDUSTRY.

James Harris & Co's. Establishment.

HOW CARS ARE BUILT.

A SKETCH OF JAMES HARRIS' LIFE AND WORK.

How the Business of the New Brunswick Foundry and Car Works Was Built Up From Nothing to the Most Important Industry of St. John.

The greatest benefactors of the world are those who by industry, pluck and perseverance, furnish employment for others, who though no less industrious do not seem to possess th go-aheadativeness of their leaders. The founders of the great industries of the mother country have done more to improve the condition of their fellow men than all of her great statesmen, bright and shinning lights in the world's firmament of genius as they nevertheless are.

The Industrial growth of Canada is as yet in its infancy. Those who started to build up a factory, a mill or a shop half a century ago were the pioneers of a great industrial growth for this fair country of ours. They were men of indomitable pluck, energy and perseverance—else they never could have come through their early struggles and won success where everybody prophesied failure. Success is not so difficult a thing to secure when the general public are expecting it, but when on all hands failure is predicted, success is rendered well nigh impossible.

Our early captains of industry have nearly all gone to their long rest and while many of them have left but faint memories behind them, and their names are almost, if not quite forgotten, yet the spirit which imbued their lives, and the influences which they caused to work in the hearts of their fellow citizens are still alive. The generation they lived among has passed away but the spirit of patriotism and devotion to the interests of the city they lived in, survive in the hearts of the rising generation, and urge each on to greater efforts in emulation of the example of those gone before, to endeavor to do something to make their fellow citizens happier, better, more prosperous than they were.

Unquestionably the most successful manufacturer in St. John was the late James Harris, whose name is still retained over the entrance of the New Brunswick Foundry and who has so recently passed away himself that his name is still as familiar to business men as it was ten years ago. Mr. Harris who commenced life in comparatively humble circumstances ended it a most successful business man, the head and indeed sole proprietor of the largest industrial establishment in St. John. During his entire commercial experience, Mr. Harris never failed, and never compromised. He passed through numerous panics and dozens of commercial crises but he came out of each, frequently severely scorched, but never discouraged. "He had the stoutest heart I ever knew in any man" said one of his oldest friends shortly before his death, and he simply could not be frightened. At times when everything seemed most discouraging he was not alarmed and when he was adviced to compromise on a large claim, which arose out of an investment made some time previous, and which had turned out badly for all interested, he positively declined and paid off the entire claim. All who had joined with him in the original enterprise fell under the load, so that Mr. Harris alone struggled through, and it was only a few months before his death that he saw the last of this claim which passed through at least three transitions before it was got rid of.

Mr. Harris was not a native of St. John though no man did more to build it up. He was born at Annapolis N. S. in 1803, and it was at that historic town that he was apprenticed to the trade of a blacksmith, which however, he completed with Mr. James Wood one of the pioneers in the manufacture of edge tools in St. John. When a young man he formed a partnership with Thomas Allan, a machinist, and in 1828 they established themselves on Portland bridge, a few yards from the present railroad crossing. It was in this establishment that the early reputation of the firm of Harris & Allan was made—a firm which lasted until 1860 when Mr. Allan died, and Mr. Harris purchased his interest.

The Portland bridge store was continued for a number of years and saw several changes of business, part of it always being occupied for the sale of stoves and hardware until it was sold by the firm a few years ago and converted first into a brass foundry, and is now used as a junk store. The real beginning of the New Brunswick foundry was in 1831 when on the present site a modest building were erected, and the machine and blacksmith shop were located. How modest these earliest exploits of Messrs. Harris & Allan were, can be judged from the fact that for the first six months the blast of their foundry, to melt the iron was supplied by two blacksmith's bellows, worked by hand power. But the firm were young, full of hope, and enterprising, and a year later commenced building operations, and to increase their territory, both of which have gone on steadily ever since, until the ground occupied by the New Brunswick Foundry and Railway Car Works embraces nearly seven acres, the greater half of which is covered with buildings filled with machinery for iron and wood working. Yet there are those who would fain believe that New Brunswick stands still.

From 1831 till 1845 the record of the firm of Harris & Allan showed nothing but success. Whatever they did seemed to prosper and turn to good account. One day in 1845, when everthing looked most prosperous the entire establishment was destroyed by fire. Not only were their patterns and work in process of manufacture totally destroyed but their tools and machinery also were burned. It was a clear sweep and worse than all, there was no insurance. But there was no discouragement, there was still plenty of work to do and if the New Brunswick Foundry could not do it other concerns would. The firm had mads a loss of $30,000 but within fifteen days the entire establishment was in operation again better than ever. The works had been re-built on a much larger scale than originally and were adapted to the increasing business.

For nine years more the prosperity of the New Brunswick foundry was unequalled but in 1856 the entire establishment was destroyed by fire again. The loss was about the same as on the first occasion but did not seriously affect the concern which had then been in existence about a quarter of a century. It was after this fire that the present machine shop, a large three story brick building was erected. This building has proved a good investment as it has on two or three occasions prevented the spread of fire through the yard among the smaller buildings of wood. There were not many brick buildings in St. John in 1856 and the erection of so large a one as Harris machine shop was considered quite an important event.

In 1860 Mr. Harris became the sole proprietor of the New Brunswick Foundry. His partner Thomas Allan, had died, and, although Mr. Harris himself was past middle age, being in his 58th year, he kept up the steady growth of the business. Indeed from 1860 to 1888, the year in which Mr. Harris died, were the most prosperous years the New Brunswick foundry had ever enjoyed. Keeping pace always with changes in business Mr. Harris when he found that there was no longer employment enough for his men making ships' outfits, became a builder of cars, and so complete has been the change that at the present time while still makers of steam engines and heavy machinery the largest portion of their trade is the building of cars. And in this line the firm of James Harris & Co. are second to none in Canada.

For 11 years after Mr. Harris became the proprietor of the business he had built up with his partner, his usual good luck attended all his enterprises. General business was healthy and Mr. Harris shared in the prosperity that followed, but in 1871 on the eve of what afterwards proved a most disasterous financial panic his extensive car sheds, then quite new, together with a number of platform-cars and his principal warehouse were destroyed by fire. The buildings were rebuilt and in successful operation again within a few months. The following paragraph from a descripton of the works in 1875 when compared with the present work will give some idea of the growth of the business of James Harris & Co., in the past fourteen years.

The present works comprise two large foundries, equal to about 100 feet square, with several cupola furnaces, one capable of melting twelve tons of iron, with cranes and other necessary machinery for the ready handling of heavy work: a very extensive blacksmith shop; a three story brick machine shop thoroughly appointed with lathes and other machinery, and with attic devoted to sheet iron and tin work for the production of stove-ware; two large stove ware-houses—two large car shops; pattern shop; finishing and fitting up shop; engine house and various buildings for warehousing and storage,—in all covering nearly three acres of ground, to which two acres have recently been added for future needs. Several steam engines are used to forward the operations in the several departments.

Nearly every species of iron work, is made at the works, from the smaller articles to heavy ship and car work, together with stationary and marine steam engines. A very large amount of work has been done for years past for the Intercolonial and Western Extension railways, both in running gear and in passenger, box and platform cars, and the car wheels which they so extensively manufacture have a high reputation in railroad circles. The very best of English cast and malleable iron is used. The ordinary annual consumption of iron at these works is twelve hundred ton of cast iron besides a very large amount of wrought iron.

The establishment now owns and successfully operates a large Rolling Mill, situated on the Straight Shore in Portland, built by a company twelve years ago. For lack of good management it proved unremunerative, and was purchased a few years ago by Mr. Harris. The building is 70x110 feet and well located for business. All its machinery was built by Messrs. H. & Co. Its operation is chiefly confined to car axles, ship knees and shafting. 1,200 tons of ship knees were produced last year. This mill with the other works enables the concern to undertake a large amount of heavy work.

Mr. James C. Robertson who was the financial manager of the business for some years previous to the death of Mr. Harri, whose son-in-law he is, is now general manager of the entire establishment and is one of the busiest men in town. He sat for a term or two as a representative of Ward 3 in the Portland city council, but pressure of business compelled his resignation. In the business community Mr. Robertson is known as an energetic, level headed man who thoroughly understands what he is about and goes to work to carry out his plans. The reorganization of the works has been carried out at his suggestion, and under his superintendance and from the present outlook there is every reason to believe that the year 1889 is quite as much a year of birth for the New Brunswick foundry and car works as was the year 1831.

THE CAR WORKS.

How Railway Cars are Built at Harris' Works.

Few people have anything like a correct idea of the establishment of Messrs James Harris & Co. Time was when nearly every man who wanted either a back lining for his stove or a piece for his mowing machine or some other machine paid a personal visit to Harris' foundry to buy it. The result was that the great majority of persons kept track of the improvements in progress and had a personal knowledge of the strides the business was making. Then the foundry might be construed as a purely local one. Now it has a national importance and in consequence has lost many of its local characteristics. Although the firm still do a large local business in small castings the principal portion of their trade is in railway cars, and for this business the establishment is now fully provided and equipped. Like all other establishments that have grown from comparatively small beginings that of James Harris & Co., has had to undergo a complete change and modernizing to enable it to compete with similar shops in other parts of the country. So complete and thorough have the changes been in Messrs Harris's establishment that very little of the old place remains. The old buildings have been torn down and other more commodious and better equipped have taken their places. Old machinery has been thrown out or rebuilt until every machine in the entire establishment is of the latest constuction built to economize labor and power.

Late last autumn Mr. James C. Robertson who has been connected with the establishment for many years during the lifetime Mr. Harris, and who since his death has been the manager of this large business commenced a series of alterations so complete in their character that the establishment as it stands today is the most modern in Canada, and as well equipped as any on the continent. New ground has been taken in and new buildings erected in such position that the raw material is constantly moving through the building, being manufactured, until what was brought into the yard as pig iron and rough sawn lumber is rolled out of the other end a finished passenger, freight, cattle, coal or flat car. There is no unnecessary handling; machinery is used whether practical and in a few hours the rough material is manufactured into the various pieces of wood and iron from which the car is built.

The process of car building is interesting. There is more work on a passenger car, and it costs as much, as a good-sized building. A working man could construct a neat cottage out of the cost of an ordinary box car, or build a small ell to his establishment for the price of a flat car. When this is taken into consideration that the New Brunswick Railway Car Works have capacity for turning out twenty-five or thirty finished cars a week, some idea of the extent of their works can be formed. The year's output at this rate per week would make many trains and would haul thousands of tons of freight. Yet there is an unceasing and increasing demand for cars.

To build a car, a rolling mill, a foundry, a planing mill, a blacksmith shop and a large area for erecting is necessary. Messrs. James Harris & Co. make everything that goes into a car on their own premises but the springs and these are the product of another St. John factory. The rolling mills where the axles and bar iron used in car building are made are owned by the firm and are located at the Straight Shore. The heavy forgings are conveyed by trains to the machine shop, in the centre of the yard of the principal works. Here they undergo the necessary finnishing. The moulding shop is connected with the machine shop by a tramway and the wheels from it and the axles from the rolling mill are connected together and carried on another tram-way to the erecting shop. Meanwhile the blacksmiths have been at work on their part of it and the wood has been prepared in the planing mill. This done it is surprising how fast a car is put through the various stages of erection until it is finished and outside the building.)

Entering from the main gate on Paradise Row the visitor finds himself in spacious grounds and surrounded by a labyrinth of buildings used for one purpose or another in connexion with car building. On a slightly rising ground is situated the car wheel shop. This building has a capacity for eighty car wheels a day. The cupola where the iron is melted is located to the left of the entrance and has a capacity for 35 tons. This is the largest blast furnace in the works, and is in constant operation. Travelling cranes carry the molting iron from the mouth of the furnace to all parts of the moulding shops, and after the car wheel has been cast it is lifted by another crane and conveyed to the annealing pits of which there are sixteen in the building. Then when the cooling process is finished other cranes lift the wheels out of the pits and they are carried to the platform cleaned and ready for boring. There is a seperate steam engine for driving the blast in connexion with the car moulding shop and a furnace for baking cores for the wheels. This is quite an interesting process and keeps two men constantly employed.

After all the processes in connection with the casting of a car wheel have been completed the wheels are placed on a tram car and conveyed across the grounds to be bored ready to receive the axle. These last are turned down in a lathe of great power which is capable of turning down 15 car axles a day. After the lathe has done its work the axle is lowered to another floor where is located the wheel press. This powerful machine is capable of applying a pressure of forty tons and of squeezing a pair of wheels and an axle together in a few seconds. When the wheel and axles are united together they are placed on a track and run over to the erecting shop. This same track is also used for conveying the lighter castings from a second moulding shop and the forgings from the blacksmith shop.

The wood which enters into the construction of a car is brought to the New Brunswick Works by rail and is dumped into the grounds at the end of the dry house. The new dry house, erected last autumn, is on a novel principle. Instead of being filled with iron pipes which are constantly getting out of repair, the heat is supplied from a hot blast. This ingenious invention keeps constantly drawing the cold and damp air from the house and forcing a blast of dry heated air through the building. A large Stuyvesant blower worked by an independent engine, is operated constantly day and night. So high is the temperature of this room that three days is sufficient to dry out the wood; and as the material in process of drying goes in at one end and out the other, there is a continuous daily supply for the planing mill which adjoins the dry house.

The planing mill is also a new building erected within a few months. It is spacious and fitted with the most approved machinery nearly all of which is new. The heavy sticks of timber from which car frames are built, are brought into the building on a carrier and after being planed they are taken on another carrier to the mortising and tenanting machines, and when this process is completed another carrier conveys them to the erecting shops. Indeed in the matter of transporting work from place to place about the mill the new carriers, which are easily operated by one or two men, save them the labor of from ten to a dozen.

At the entrance to the erecting shop, which is a building 1500 feet long with a track running the entire length is the place where the trucks are made. When a pair of trucks are finished they are run a long the shop a short distance. There a gang of men place them in position and immediately commence erecting the frame. This done the stake posts and flooring are put on and the car is pushed along to the body framers who almost in the twinkling of an eye build the frame and board it in, put on the roof and hang the doors. Everything is of course in readiness and cut to proper lengths so that no unnecessary labor has to be expended.

The framers through, the painters go to work immediatly and the carpenters are ready for another car. So the work goes on day after day in all the departments, each constituted as to do an equal amount of labor as the others. Besides the shops used in car building Messrs. Harris have a heavy moulding shop for the manufactnre of heavy castings. This shop has three cupula's, with a combined capacity of forty tons; and it was only the other day that a huge wheel weighing thirty tons was turned out for the rolling mill. Then the machine shop is fully equipped for all classes of work and their moulding shop is fitted for making lighter machinery.

In short the firm of James Harris & Co. can build a car of any shape or size; they can roll iron in bars and plates; can make forgings of any size or shape; can cast a thimble or a forty ton wheel, or to put it briefly can build anything that is made of iron or wood.

THE ROLLING MILL.

Another Branch of Messrs. Harris' Business, at Straight Shore.

After the purchase of the Rolling Mill, from the original Company, by Messrs. Harris & Co., numerous additions were made, and the business under the new management immediately assumed large proportions and became a paying investment. The work is, and has been, mostly confined to the manufacture of large iron car axles, bars of all kinds etc., and the mill proper is divided into two seperate buildings the Plate mill and the Bar mill respectively. In each of these again, although not separate, are the many different departments for the making of the hundreds of tons of axles and bars sent out by the firm every year. Under the supervision of competent foremen the class of goods produced is of the very best, and ranks first amongst like productions in Canada.

On the 12th of March last fire swept away the entire wood-work of the old mills and considerably injured the machinery. Not so much was the latter the case, however as it was at first feared, for the fierceness of the flames destroyed the building to such an extent that damage was not done by its falling in. No sooner had the debris cooled than men went to work to rebuild what had been swept away in a few hours, and just seven weeks from that day, April 30, the Bar mill was again running, and today, May 18, sees it in first class working order, but still without a cover. Carpenters and masons have been at work right along repairing the loss of the building, but no definite idea can be formed of the loss to Messrs. Harris & Co. through the delay occasioned by the fire, previous to which 78 hands were employed in both mills. For the past few weeks 18 men have been at work in the Bar mill, whilst, since its destruction, 58 men have been engaged in reconstructing the frame of the building, putting up trusses, and setting things to rights. On Tuesday next it is expected to have the whole mill in operation once again. The changes which have been made are considerable, and besides having a much better looking building the owners will have a much more commodious one. One of the old smoke stacks has been torn down, and a new one built in a more desirable position, the height of which is 80 feet, and its diameter at the base about 7 feet. The furnaces have been repaired and all of them have been placed in position to begin work on Tuesday next. The hammer is now in order and workmen yesterday were engaged in putting up the blast pipes. The fire has been disastrous in many ways, and besides destroying the building has destroyed a considerable quantity of prepared rolls of iron. Some of the machinery, which it was feared would be damaged, escaped, while some, which it was believed would escape, was badly damaged. A number of the heaviest blocks of iron were cracked through in several places while many of the smaller articles were not injured in the least. A new gear wheel has been placed in the building and portions of the light machinery removed entirely, being replaced with new. But the delay in getting to work has been the chief loss. Nevertheless while now in good running order additional efforts will be made to pay up for the time that was lost, and a few days will see the hands more busily employed than ever.

The dimensions of the new mills when completed will be as follows: Plate mill, 210 x 80 feet, and about 40 feet in height; Bar mill, 100 x 65 feet and about the same height, making together a building 310 feet in length and of varying width. There has been a good deal of energy displayed in getting under shelter within so short a time, and especially in getting to work while the building was being put up over their heads. Orders, however, had to be filled, and, although after the fire the Coldbrook mills did extra work for them, it was found necessary to push matters and proceed with business as soon as possible. Piles of new iron bars now lying about the ground at the mill show that the desired work has been begun and that the men have not been idle.

The business of this year for Messrs. Harris & Co. would have been pressing, even had the mills never been destroyed, but with the additional labor of rebuilding and setting in order, a steady season of hard work, with the incentive of good wages, is promised the men. Those who have known what the mills put out a few years ago, will be pleased to learn that the output now is more than double what it was then. Increasing facilities, in the shape of new machinery and late inventions, have made this greater output possible, and financially the Portland Mills have paid their owners well.

Nothing would be more interesting than a visit to these mills when in full blast; to watch the process by which the most useful of metals, iron, is moulded to the will of man; to see the huge furnaces in operation, and the masses of iron at a white heat, rolled and cut and fashioned. Brawny men flit about from place to place amidst the heat and noise, and manipulate the sheets of glowing iron in a manner that causes terror to the mind of the on-looker, and this is only preliminary. Iron has made the world great, and iron working is one of our greatest industries, ahead of which there is nothing.

The Portland rolling mills have been unduly prosperous, and the success can only be attibuted to the intelligent management of the owners. The new building stands to-day in the ashes of the old one, and marks the energy, ability and prosperity of Messrs Harris & Co., whose names are synonymous with those of the greatest iron workers in the Dominion.

Veni, Vidi, Vici! This is true of Hall's Hair Renewer, for it's the great conqueror of gray or faded hair, making it look the same even color of youth,

Marshal Thibedau of Moncton sues Stephen Trites of the same place for abusive language, and Stephen Trites of Moncton brings a counter charge against Marshal Thibedeau, likewise of Moncton, which will come up in court next Tuesday.

Dyspepsia causes depraved blood, which, in time, affects every organ and function of the body. As a remedy for these troubles, nothing can approach Ayer's Sarsaparilla. It vitalizes the blood, strengthens the stomach, and corrects all disorders of the liver and kidneys.

Ozaire Guimond, 7 years old fell into the canal St Annegonde, Quebec, and was drowned yesterday.

Never hsd a preparation a more appropriate name than Ayer's Hair Vigor. When the capillary glands become enfeebled by disease, age, or neglect, this dressing imparts renewed life to the scalp, so that the hair assumes much of its youthful fullness and beauty.

ADVICE TO MOTHERS.

Are you disturbed at 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.

NOTICE.

The New Brunswick Coffin and Casket Factory, 157 and 159 Brussels St., keeps a large stock of Coffins and Caskets on hand to select from, also, I have lately added Children's Enamelled White Caskets finely finished. Besides this is the best place for dealers to get their supply of

Mountings and Trimmings

in all the newest designs. Having made arrangements with the manufacturers, I am prepared to supply at lowest prices to the Trade.

Catalogue and Price list on application.

W. WATSON.

P. S.—Sole manufacturer of the

Double Washboard.

W. W.

L E B. ROBERTSON, SAINT JOHN, N. B. MANUFACTURES ALL KINDS HAND PRINTING STAMPS DATERS, SEALS & STENCILS

"SUMMER CARNIVAL." ATTENTION. Transparencies and Designs Furnished. 74 Germain Street,

F. H. C. MILES

FISHING TACKLE.

RODS, REELS, LINES, BASKETS, FLIES, &C., At Low Prices. 83 Germain street.

O'SHAUGHNESSY & CO.

HAMS, BACON, DRIED BEEF, ETC.

SCOTT BROTHERS,

Waterloo Street, near cor. Union.

W. M. CALDWELL, M. D. PHYSICIAN and SURGEON. Office and Residence LANCASTER ROAD. Fairville.

G. T. WHITENECT, 157 Brussels Street. HOUSE, SHIP, SIGN, AND DECORATIVE PAINTER.

Paper Hanging, Gilding, Whitewashing, Kalsomining, Glazing, Etc.

Telephone Communication with all the Leading Houses.

North British and Mercantile Insurance Company. Capital $10,000,000. 70 Prince Wm. street.

D. R. JACK, - - Agent

GOOD READING.

THE PHANTON FUTURE, a novel, by H. Seaton Merriman. Price 35c.

DONOVAN, By Edna Lyall. Price 50c.

WE TWO, " " " " 50c.

A BROTHER TO DRAGONS, and the FARRIER LASS' PIPING PEBWORTH, By Amelie Rives. Price 25c.

LANDING A PRIZE, By Mrs. E. Kennard. Price 30c.

CHARLIE OGILBIE, a romance of Scotland and New Brunswick. Price 25.

THE TWO CHIEFS OF DEMBOY, or an Irish romance of the last century, By James Anthony Fronde. Price 50c.

For sale by

J. & A. McMILLAN 98 and 100 Pr. Wm. Street, St. John, N. B.

CAFE ROYAL, Domville Building, Corner King and Prince Wm. Streets.

MEALS SERVED AT ALL HOURS. DINNER A SPECIALTY. Pool Room in Connection.

WILLIAM CLARK.

Removed to No 33 Charlotte Street, Furlong Building. Will open in good shape on SATURDAY in our New Stand with a full line of latest importations of PURE TEAS and COFFEES. N. B.—Look out for the grand opening night.

C. L. & C. TEA CO, Charlotte Street.

50c. A WEEK

JONES

THE INSTALMENT MAN, 36 Dock St.

Answer This.

Why not send to Campbell's Bird Store for your Bird Seed, Sand, Cuttle Fish, Mocking Bird Food and Bird Cages? Prices defy competition.

P. E. CAMPBELL, TAXIDERMIST, 9 Canterbury st.

Eggs for Hatching,

FROM IMPORTED THOROUGHBRED LIGHT BRAHMA and WHITE LEGHORN FOWLS and PEKIN DUCKS. The latter bred by Professor Twitchell; Government Lecturer on Agriculture.

Price, carefully boxed, One Dollar per setting of thirteen.

FIR SHADE FARM, Rothesay.

TELEPHONE SUBSCRIBERS,

PLEASE ADD TO YOUR DIRECTORIES:

323 Blackadar, Fred., Crockery, Union street.
330 Bowman, I. C., residence, King street East.
325 Carritte, deB., Commission Agent, Water street.
286 C. P. R. Telegraph Co., Prince Wm. street.
328 Dunbrack, H., residence, Wright street, Portland.
329 Gleason & Morrison, Coal, Smythe street.
324 Lynch, J. P., Commission Merchant, Market street.
315 McAvenney, Dr. A. F., Charlotte street.
326 Macaulay Bros. & Co., Dry Goods, King street.
190 McMillan, Geo., residence, Princess street.
92 Smith, George F., residence Union street.
334 Simonds, E. I., residence, Waterloo street.
327 Straton, James, residence, Hazen street.
332 The Calkin Electric Co., Princess street.
322 Vassie, J. & Co., Dry Goods, King street.
319 Vassie, W., residence, Mecklenburg street.

A. W. McMackin, Local Manager.

THE Intercolonial Expresss Company (Limited.)

FORWARDS Merchandise, Money and Packages of every description; collects bills with Goods, Drafts, Notes and Accounts.

Running daily (Sunday excepted), with Special Messengers in charge, over the entire line of the Intercolonial Railway, connecting the Riviere du Loupe with the

Canadian Express Company,

for all points in the Province of Quebec and Ontario and the Western States, and at St. John with the

American Express Company

for all points in the Eastern and Southern States

Branch offices in Sussex, Moncton, Truro, Charlottetown, P. E. I. Europe in Express forwarded and received weekly.

Debenture Goods or Goods in Bond promptly attended to and forwarded with despatch.

Special rates for large Consignments and further information on application to

JAMES BURCE, Superintendent. J. R. STONE, Agent.

NOTICE OF SALE.

To Margaret Frizzell, wife of Samuel Frizzell, deceased, and to all others whom it doth, shall or may concern:—

Take Notice that there will be sold at Public Auction, at Chubb's Corner, (so called) in the city of Saint John, on Saturday, the first day of June next, at twelve o'clock noon,

"All that certain lot of land situate lying and "being in the Town (now City) of Portland, in the "County of Saint John, in the Province of New "Brunswick, being part of the estate of the late "Henry Chubb, and being lot number four (4) on a "plan of the subdivision of the said land made by "Hurd Peters, C. E., June, 1874, and on file at the "Registry office in the City and County of Saint "John, the said lot having a front of forty feet "more or less on a reserved road running north "and south, marked on said plan and extending "back eastwardly forty-two feet, more or less, "along the northwardly side line, and eighty-five "feet, more or less on the southwardly side line of "said lot to the eastwardly line of said plan."

The above sale will be made under and by virtue of a power of sale contained in a certain indenture of mortgage, bearing date, July 1st, A. D., 1874, and made and executed by Samuel Frizzell of the City of Saint John, in the Province of New Brunswick, Brass Finisher, and Margaret, his wife, of the one part in favour of George James Chubb of the same place, Stationer, Trustee to the Heirs of the late Henry Chubb, of the other part, and recorded in the office of the Registrar of Deeds for the City and County of Saint John, in Book W. No. 6, of Records, pages 295, 296 and 297 the 25th day of August, A. D., 1874, reference being thereto had, will more fully appear. Default having been made in payment of the moneys secured by said indenture of mortgage.

Dated April 30th, A. D., 1889.

GEORGE JAMES CHUBB, Mortgagee.

CURREY & VINCENT, Solicitors to said Mortgagee.

STEAMERS.

International Steamship Co., Summer Arrangement. FOUR TRIPS —A— WEEK.

ON and after MONDAY, April 29th, the Steamers of this Company will leave Saint John for Eastport, Portland and Boston every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Returning will leave Boston same days at 8.30 standard, a. m., and Portland at 5.30 for Eastport and Saint John. In addition to the above a steamer will leave St. John every Saturday Evening at 7 o'clock for Boston direct.

Connections at Eastport with steamer "Rose Standish" for Saint Andrews, Calais and St. Stephen.

☞ Freight received daily up to 5 p. m.

H. W. CHISHOLM, Agent.

sun, tel.

BAY OF FUNDY S. S. CO. (LIMITED.)

THE S. S. "CITY OF MONTICELLO," Fleming Master, will sail from St. John, for Digby and Annapolis until further notice, on

MONDAY, WEDNESDAY AND SATURDAY

at 7.45 a. m., returning same day, commencing Wednesday, 27th inst.

St. John, N. B., March 23rd 1889. TROOP & SON Managers.

For Washademoak Lake! The Peoples' Favorite.

STEAMER "STAR" will leave her wharf, Indiantown, for the Lake, every

TUESDAY, THURSDAY AND SATURDAY, at 10 o'clock, a. m.

CALLING AT ALL INTERMEDIATE STOPS.

RETURNING, is due at INDIANTOWN at 2 p. m., on ALTERNATE DAYS.

J. E. PORTER, Manager.

THE YARMOUTH STEAMSHIP COMPANY, (Limited.) FOR YARMOUTH, N. S. and Boston.

STEAMERS of above Company will make Two Trips a Week between here and Yarmouth (calling at Briar Island each way, in clear weather), till further notice, leaving every TUESDAY and FRIDAY evening, at 7.30, connecting at Yarmouth with steamers plying on the south shore Nova Scotia. Also, with the fine steel S S "Yarmouth," which leaves Yarmouth every Wednesday and Saturday evenings for Boston.

CHAS. McLAUCHLAN & SON, Agents.

St. John N B, 20 April, 1889.

UNION LINE.

Saint John and Fredericton. Fare $1.00—Freight at very low rates.

UNTIL further notice Steamer ACADIA will leave Indiantown, for Fredericton, Gibson and intermediate points, on TUESDAY, THURSDAY and SATURDAY MORNINGS, at 7.45 o'clock, local time. Returning will leave Fredericton on MONDAY, WEDNESDAY and FRIDAY MORNINGS at RIGHT o'clock.

N. B.—Connecting with New Brunswick Railway for Woodstock, Aroostook, ect., with Northern and Western Railway for Doaktown, Chatham, etc., and with Steamer FLORENCEVILLE for Eel River, Woodstock, etc.

E. B. HUMPHREY, Manager.

Office at wharf, Indiantown. Special Agency at H. Chubb & Co's, Prince Wm. street.

SPECIAL.

Ladies India Kid Button Boots, One dollar per pair. Extra Value.

R. A. C. BROWN, 19 Charlotte St.

ST. JOHN BOLT and NUT CO.

Manufacture mild STEEL RIVETS fully equal, if not superior, to the best Scotch Rivets.

P. O. Box 454.

1828 Established 1828

J. HARRIS & Co., (Formerly Harris & Allen). Paradise Row, Portland, St. John.

NEW BRUNSWICK FOUNDRY —AND— Railway Car Works, MANUFACTURERS OF Railway Cars of Every Description, "PEARLESS" STEEL TYRES, CHILLED CAR WHEELS. —ALSO— Steam Engines and Mill Machinery

The Improved Lowell Turbine Water Wheel, Ship Castings, Pumps, Bridge and Fence Castings, etc., etc.

Portland Rolling Mill, STRAIT SHORE, PORTLAND.

Tapered and Parallel Bars for Ships' Knees Nail Plate, Hammered Railway Car Axles, Shafting, and shapes of all kinds.

BEEF, LAMB, MUTTON, DEAN'S SAUSAGES. VEAL, HAM, BACON, LARD, POULTRY, VEGETABLES.

THOS DEAN. 13 and 14 City Market.

F. S. SHARPE F. C. A., Chartered Public Accountant, Auditor, Assignee, Receiver. and Estate Agent, Office 120 Prince Wm Street, Saint John N. B.,

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 00

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.

Trains will Arrive at St. John:

Express from Halifax & Quebec	7 00
Express from Sussex	8 25
Accommodation	13 30
Day Express	19 20

All Trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

Railway Office, Moncton, N. B., November 20th, 1888.

New Brunswick Railway Co'y. (ALL RAIL LINE.)

ARRANGEMENT OF TRAINS, in effect April 29th, 1889. Leaves St. John Intercolonial Station—Eastern Standard Time.

6.10 a. m.—Fast Express for Bangor, Portland Boston, &c.; Fredericton, St. Stephen, St. Andrews, Houlton, Woodstock and points west. Pullman Buffet Parlor Car for Bangor.

8.55 a. m.—Accommodation for Bangor, Portland, Boston, and points west; Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock.

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

8.30 p. m.—(Except Saturday night)—Night Express for Bangor, Portland, Boston, and points west; St. Stepnen, Houlton, Woodstock. Presque Isle, &c. Pullman Sleeping Car for Bangor.

RETURNING TO ST. JOHN.

FROM BANGOR, 5.20 a. m.; Parlor Car attached 7.20 p. m., Sleeping Car attached.
VANCEBORO 7 1.15, 11.15 a. m. 12.10 p. m.;
WOODSTOCK 6.00 11.40 a. m., 8.20 p. m.;
HOULTON 6.00, 11.40 a. m., 8.30 p. m.;
ST. STEPHEN 9.20, 11.40 a. m., 10.20 p. m.;
ST. ANDREWS 6.30 a. m.
FREDERICTON 6.00, 11.30 a. m., 3.35 p. m.;
ARRIVE AT ST. JOHN 7 5.45, 8.40 a. m., 2.30 7.00 p. m.

LEAVE CARLETON.

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

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

ARRIVE AT CARLETON.

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

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

A. J. HEATH, Gen. Pass. and Ticket Agent. F. W. CRAM, Gen. Manager.

Shore Line Railway.

ST. STEPHEN & ST. JOHN

Eastern Standard Time.

ON and after MONDAY, Dec. 31, Trains will run daily, Sunday 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 a. m.; St. Stephen 12.25 p. m.

LEAVE St. Stephen at 3.15 a. m., St. George 10.22 a. m.; arriving in Carleton at 12.57 p. m.; St. John at 1.12 p. m.

Freight up to 500 or 600 lbs—not large in bulk—will be received by J. S. MOULSON, 49 Water street, up to 5 p. m.; all larger weights and bulky freight must be delivered at he warehouse, Carleton, before 6 p. m.

Baggage will be received and delivered at MOULSON'S, Water street, where a truckman will be in attendance.

W. A. LAMB, Manager.

St. John, N. B., Dec. 27, 1888.

Buctouche and Moncton Ry.

ON and after MONDAY, Dec. 17th, trains will run as follows:

No. 1.			No. 2.		
Lv.	Buctouche	8 30	Lv.	Moncton	16 00
	Little River	8 48		Lewisville	16 04
	St. Anthony	9 04		Humphreys	16 08
	Cocaigne	9 20		Irishtown	16 30
	Norte Dame	9 22		Cape Breton	16 40
	McDougall's	9 38		Scotch Sett	16 48
	Scotch Sett	9 50		McDougall's	17 00
	Cape Breton	9 58		Norte Dame	17 10
	Irishtown	10 08		Cocaigne	17 18
	Humphreys	10 30		St. Anthony	17 34
	Lewisville	10 34		Little River	17 50
Ar.	Moncton	10 38	Ar.	Buctouche	18 08

C F. HANINGTON, Manager.

NEW STORE EAST END CITY. T. PATTON & CO., Waterloo, near Union, Are now showing House Furnishing Goods in every variety; Dress Goods in all the leading shades; Wool Henrettas, Cashmeres, Merinos, Serges, Grenedines, Fancys &c. May 3.

G. R. PUGSLEY, L. L. B., Barrister, Attorney-at-Law, &c. OFFICES—Corner Prince William and Church streets, St. John, N. B.

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.

P. E. ISLAND and BUCTOUCHE OYSTERS. now being served in all Styles. A large stock on hand for sale, wholesale and retail —AT— M. A. HARDING'S, Foot of Portland, N. B. P. S. Large and commodious dining room upstairs.

On Consignment. To arrive 1 Car Bermuda Onions. Cheap to the trade.

G. & G. FLEWWELLING

MC2398

POOR DOCUMENT

LOCAL MATTERS.

For the Latest Telegraphic News look on the First Page.

FRATERNAL VISIT.

Cushing Lodge will not go down to Pisarinco this evening but will pay the lodge in that place a fraternal visit next Saturday night.

RUNAWAY.

A span of horses attached to an express wagon ran away on Haymarket Square last evening. The team belonged to a Mr. Driscoll. Little damage was done.

THE LOYALISTS SOCIETY.

Chief Justice Sir John C. Allen will preside at the meeting of the Loyalists Society tonight, when addresses will be made by several of the members.

A NEW HACK BUSINESS.

Mr. Samuel Corbett, announces in the GAZETTE today that he has started a hack business and will be pleased to receive all orders at his address No. 9 Adelaide Road.

UNIVERSALIST.

Services in Domville building at 11 a. m. and 7 p. m.; Rev. Costello Weston, minister. Subject of morning sermon: Christian Liberty; evening: Some Reasons for not Believing in endless Purishment. All are welcome.

THE UNION LINE "ACADIA."

The Union Line Steamer "Acadia" is doing a thriving business this season. On her trips up river the freight for various places along the route, and for Fredericton, Woodstock, etc., have been unusually large. There has been an increase also in passenger travel. This steamer is quite a favorite boat on the river.

THE NEW MAGISTRATE.

This morning Mr. Ritchie was sworn into office of Police Magistrate of the new city by His Honor Chief Justice Allen. Before he took his seat Mr. Geo. H. Henderson, the police clerk, read to him his commission from the Lieutenant Governor, and the oaths of office which he had taken before the Chief Justice.

Mr. Henderson also read his own appointment, and this together with the other readings constituted the whole ceremonies of induction.

THE SLAUGHTER HOUSES.

At yesterday's meeting of the Slaughter house commission a protect against the licensing of of a slaughter house proposed to be erected by McGrath Bros. on the Marsh road, near the one mile house, was read and considered. The matter was discussed at a considerable length and it is persumed that no licence will be granted.

The board then fixed the appointment of the license fees on the same scale as last year and the secretary was requested to send out the necessary bills.

A UNIQUE IMPORTATION.

Says the Summerside Farmer: One of the importations which was brought over in the Princess of Wales last Monday evening was the head of an American buffalo. It was consigned to Supt. Unsworth, and was of enormous size. The immense horns measured from tip to tip, 6 feet, and each girted near the head about 15 inches. The horns measured each in length 3 feet two inches. It had the grim appearance of some old Jewish piece of sculpture.

MISSION SERVICES AT ST. JAMES' CHURCH.

The Rev. F. H. Dubernek, of Toronto, arrived in the city this morning by the Quebec express. The first service in St. James' church will commence this evening at 8 o'clock.

Service tomorrow (19th), 9 and 11 a. m., 7 p. m. Childrens' service at 3 p. m. All persons attending the mission services are requested to be in the church at least five minutes before the commencement of each service. Mr. Duburnet is the guest of the Rev. C. I. James, Pitt street.

SURPRISING A BROTHER.

Pioneer Lodge I. O. O. F. last evening, visited one of the fraternity, Mr. A. L. and Mrs. Goodwin who have lately been married. A very pleasant evening of music, refreshments, and good nature was enjoyed by all. An address was read by the secretary Mr. James A Paul, congratulating them on their mutual choice and wishing the happy couple every joy in the future. It was briefly replied to by Mr. Goodwin who expressed not only surprise but pleasure at the good will of the various members of the lodge.

POLICE CHANGES.

The chief of police has made a few changes in the management of the police force. He has divided the city into two divisions—the Northern and Southern, the City Road to be the boundary line, and Carleton to be included in the Southern division. Over the Northern division the Chief has placed Captain Rawlings, and over the Southern, Sergeant Weatherhead, to act as inspectors of their respective charges. This appointment of Sergeant Weatherhead to an inspectorship will leave the vacancy of sergeant in his Division No 5, for which a new appointment is necessary.

WILL STAY IN NOVA SCOTIA.

The Maine Central Railroad Company has made a settlement with Caleb F. Palmer who, while performing his duties as postal clerk, was injured in the Kingman railroad accident paying him $3,000. Mr. Palmer passed through St. John last evening on his way to Nova Scotia with his invalid mother. He himself has not entirely recovered from his injuries and his mother is unable to walk. She was taken aboard the Monticello last evening and both left this morning for Nova Scotia where they will reside for a short period, with the lady's daughter, Mrs. Campbell.

INTERESTING SHIPMENT.

The brigt. Hattie Louise, Capt. Barnard, cleared today, from Summerside to Trinidad, with a cargo of white oats, potatoes, hay, etc. On her deck she took thirty horses. Twenty of these are fillies, three or four years old, of the light roadster class. They are intended for breeding purposes, and nineteen of them have been stinted to our best standard bred horses. They were carefully selected by Hon. Donald Ferguson for the Government of Trinidad, under instructions as to size and age.—Charlottetown Examiner.

GRAVE ROBBERS AT WORK.

Some few years ago, says the Charlottetown Examiner, James Johnston, a well-known resident of Annandale, died after a long and severe illness, of sciatica. His body was laid to rest in the cemetery at Lower Montague. Shortly after the interment, it was noticed that the grave had fallen in considerably. But nothing wrong was suspected, and it was filled in again. A few weeks ago, some of the friends of the deceased, while visiting the cemetery, noticed that the grave had again fallen in. One of them drove a stick into the grave but could not touch anything that sounded like a coffin. Suspecting that all was not right, the relatives of the deceased had the grave opened up, when the horrible discovery was made that the grave was empty—that both casket and body had mysteriously disappeared.

THE NATIONAL.

Improvements which have been going on in that well known resort, "The National," for some time past, are now almost completed. "Bob" Wilkins, the genial proprietor, has been rapidly getting ahead of the times, and has now as fine an establishment as one would wish to see. He has an excellent stock of cigars, tobaccos and everything requisite to the happiness of a smoker. He has a first rate cook in charge of his dining apartment, and is now prepared to serve meals of all kinds and of the best class. His shooting gallery is well patronized, and the boys like to linger round where so much good fellowship is associated. "The National" is a favorite place of amusement, and will continue to be such so long as it is under the present management.

HALIFAX WANTS THE EARTH.

Mr. Ira Cornwal, secretary of the Board of Trade, has received the following letter from the secretary of the Halifax carnival committee:

IRA CORNWALL, ESQ.,
Sec. of the Board of Trade,
St. John, N. B.

DEAR SIR,—I am directed by the Executive committee of the summer carnival to communicate with you, requesting information regarding the proposed electrical exhibition shortly to be held in your city.

The committee desire to ascertain the terms and conditions of the display, with a view of reproducing it in this city during the carnival season.

Any information you can kindly send us as to the nature of the display, etc., will be much appreciated.

An early reply will oblige yours very trnly

W. C. BISHOP,
Secretaay

Halifax Summer Carnival,
Committee Room.
May 17, 1889.

WHAT HAS BECOME OF IT AND WHY?

The boys are beginning to wonder what has become of the St. John A. A. club lacrosse team. Have the sticks been ordered? and if so, where are they? Is somebody throwing cold water on the game, or have the boys really given it up? There is a lack of interest somewhere, and after it was decided to introduce the game into the club, a delay in getting to work is not commendable.

Theatrical.

A crowded house, as expected, was present at the Mechanic's Institute last night, when the great double attraction of Boucicault's drama "The Life of an Actress," by the Wood-St. John Company, and the entr'acte music by the Spanish Students, was presented. Every feature of the evening's entertainment was enthusiastically received and applauded. In the play the character of "Grimaldi," by Mr. Wood, was a splendid piece of acting throughout, but he was especially fine in the first and last acts. Seldom, if ever, has any character been better presented here than Grimaldi was last night. Miss Saint John was as captivating as usual and played the part of Violet admirably. In the scene where she makes her debut at Grimaldi's benefit she looked and acted superbly and in the scene where she innocently drinks the drugged tea her acting was most effective. Our citizens learned last night also that Miss St. John can sing very sweetly as well as act.

The support was good all through.

The musical programme of the Spanish Students was a delight and their every number was received with rounds of well deserved applause. This afternoon "David Garrick" is put on and the "Students" will again play some of their best selections. This will be their last appearance in this city. To night "The Private Secretary" will be played and on Monday night which is the closing night of the engagement, will be the last opportunity of seeing that charming actress Miss St. John when she will appear in the great play "She stoops to Conquer."

A morning paper to-day inadvertently made the mistake of saying the dramatic company's engagement would close tonight. Such is not the fact. Their last appearance will be on Monday night next.

Equity Court

Before His Honor Judge Palmer in the Equity court this morning application was made in re Arthur Carney and Cyril Carney infant children of the late John Carney for the appointment of their mother—Rosa Carney as next friend and guardian and authority to sell the Real Estate of said infants in Queens County, to one L. Dewitt for the sum of $365. Order granted.

The administration suit of Scovil et al vs Keator was taken up, and after Dr. Barker had addressed the court at considerable length in support of several objections, principally to the Jursdiction of the court, the contention being that the case was one with which the Probate Court could deal, the matter was further adjourned until a day next week.

His Honor took occasion to remark that a question of such general importance as that raised by Dr. Barker would receive of course his most careful consideration in the meantime, but anyway he thought there should be legislation on the subject as it was not now sufficiently established what were the prerogatives of the Probate and Equity Courts in respect to matters of this kind. It should be so managed that what one court could do the other could not do.

Personal.

Frank L. Christie, of the N. B. University, is in town.

C. Spooner, of the Sussex Record, is at the Victoria.

Wm. J. Irvine, Brockville, Ont., and S. R. Watt, of Grand Manan, and wife are at the Victoria.

H. S. Miller, of the N. B. Trading Company, R. B. Adams, Postmaster of Chatham and W. H. Morgan, Montreal, are registered at the Royal.

Circuit Court.

The Circuit Court yesterday was adjourned until Monday morning.

His Honor the Chief Justice will remain in St. John, in the interval.

City Police Court.

There was no business before the police court this morning which now includes St. John and Portland that was.

Weather Report.

Point Lepreaux 9 a.m. wind light, hazy; theim. 48.

Capt. Freeman Kenny has been appointed to Messrs. Troop & Sons' bark, Abrane Spang. she sails to-morrow.

If you wish a fine imported Havana cigar, three for a quarter mild or strong, call at Louis Green's, 59 King street; satisfaction guaranteed

SPIRIT OF THE TIMES.

Base Ball.

THE NATIONAL LEAGUE.

This is the fifth consecutive game for Boston. To-day there is no change in the leaders but the averages are higher.

Yesterday's games were:—

At Boston,—Boston 14, Cleveland 4. Batteries—Radbourne and Bennett; Bakely and Snyder.

At New York—New York 11 Pittsburg 7 Batteries—Keefe and Brown; Krumm and Miller.

At Philadelphia—Philadelphia 6, Indianapolis 5. Batteries—Casey and Clements; Whitney and Daily.

At Washington—Chicago 11, Washington 4. Batteries—Krock and Farrell; Healy and Mack.

THE LEAGUE STANDING.

	Won.	Lost.	Played.	Tied or Postponed	To Play.	Standing.
Boston	13	5	18	4	123	722
Philadelphia	12	6	18	2	122	667
New York	11	8	19	2	121	579
Cleveland	11	11	22	1	118	500
Chicago	10	10	20	1	120	500
Indianapolis	8	12	20	1	120	400
Pittsburg	8	13	21	1	119	381
Washington	4	12	16	5	127	250

AMERICAN ASSOCIATION RECORD.

	Won.	Lost.	Per Ct. Won.
St. Louis	19	6	760
Kansas City	15	10	600
Brooklyn	13	9	590
Athletic	14	11	560
Baltimore	12	12	500
Cincinnati	12	14	460
Columbus	8	15	347
Louisville	5	20	200

THE MAINE COLLEGE LEAGUE.

The Boston Herald has the following about the standing of the clubs in the Maine College league: The Colbys are still in the lead in the Maine inter-collegiate league, although dropping the last game to Bates. But they are putting up a very weak fielding game, and, although they have the best pitchers in the league, (Parsons and Wagg) and are heavy hitters, they cannot hope to win the bunting unless they take a brace in fielding and strengthen the infield in some way. The Maine State College team, the present champions, seem to be the general favorite for the pennant winners, but they miss Small's work in the box, and are not heavy hitters as a rule. The Bowdoins are by all odd the finest fielding team in the league and bat fairly well. They certainly ought to give a good account of themselves in the race, and, with the continued poor fielding game of Colby, should be the winners. The Bates club have a fine infield and one fair battery. A portion of the club are good batters and fine base runners, but they cannot hope to compete successfully with the other clubs. Much interest is manifested in the college series, and large crowds attend every game. It is the only base ball that Maine is getting at present.

WHO CAN'T GET A BATTERY.

The Commercial says:—Many good ball players are writing here for engagements for the season and a good team could be formed with but a slight effort. Among those who wish to come here are Oliver Burns, Donovan, Piggott, Day and Sweeney of Lawrence. It would be hard to find a more favorable time for starting a ball team than the present and some action should soon be taken if the people care to see any games this summer,

THROWN OUT.

The fifth for Boston.

What about the Shamrock's battery.

The Junior league appears to have gone out of existence.

The Sun brings out another man as Robinson's catcher. Next.

Bob Stewart, the well known catcher of the Lansdownes of this city is doing well in Amherst.

Why dont Messrs. Foster, Dowd & Co., start a base ball nine. There's money in it.

Lacrosse has swamped the Y. M. C. A. base ball nine which had made great preparations for the coming season.

Gagetown has got a base ball club with the following officers:

J. R. Dunn, manager; J. De Veber Nealee, treasurer; W. C. Reid, secretary; C. S. Babbitt, captain. Come down and see us as soon as you get fixed,

Lacrosse

THE Y. M. C. AS. ARE FLOURISHING.

At a largely attended meeting of the Y. M. C. A. Club, the committee on securing grounds reported that they have been allowed the use of the Barrack Square for Monday evening and Wednesday afternoon and evening.

The committee on uniforms reported that they had ordered the shirts from Messrs Macaulay Bros' & Co. and the caps from Thorne Bros. The shirts are to be of gold and black, the caps are the same colors, the pants are blue, and the stockings black. The club will appear in their new uniforms with the Beavers on the Barrack square on the 24th. The game will take place at 10 o'clock in the morning.

The managing committee meet Monday evening to select the team for the game.

Athletic.

CHAMPION HALF-MILER.

The question of superiority between Tommy Conneff, the Manhattan club sprinter, and W. C. Dohm of Princetown, is creating much discussion among New York athletes, and much talk of challenges and counter challenges has been heard. Conneff in an interview recently said: "I have issued no challenge to W. C. Dohm, nor have I any intention of sending any such challenge. I am willing to meet Mr. Dohm in a scratch half-mile invitation race to be open to the best half-milers in the country, at the Berkeley games on May 9. Mr. Dohm, after the A. A. U. championship and myself after the M. A. C. games, should be in good form, and if I am beaten in such an event, properly trained, I will cheerfully concede Mr. Dohm's superiority at the half-mile. Simply as a matter of information I may state that my record for 880 yards is 2m. 2s., and Mr. Dohm's is 2m." Should the Berkeley club not care to add an 880-yard event to its programme, either the Manhattan or New York club may arrange a meet between the men.—Boston Herald.

Aquatic.

TO ROW FROM DOVER TO CALAIS.

Wallace Ross, the professional oarsman, announces his intention of rowing from Dover to Calais in a shell during the Paris exposition. The feat has never as yet been attempted, and those who are well acquainted with the character of the water say that its successful accomplishment is impossible. Ruddock has the order for a new shell for the occasion, the dimensions of which will be about as follows: Length, 24ft.; beam 13in.; deyth, 7in.

OARSMEN IN THE WEST.

TACOMA, W. T., May 14.—Albert Hamm, of Halifax, and Henry Peterson, of San Francisco, the oarsmen, arrived here yesterday to compete with O'Connor and Lee in the rowing regatta on Saturday. All of the four men were out on the Sound this afternoon.

Hamm says that O'Connor is the best oarsman in the world, and will beat Searle in the coming contest on the Thames for the championship of the world.

Macaulay Bros. & Co.

COTTON DRESS GOODS.

New designs in high class novelties of

Fine French Sateens,
Scotch and French Ginghams, in new effects and colors,
Printed Lawns, white grounds, colored Polka spots,
Printed Bordered Lawns,
Bordered Cambrics,
Bordered Zephyrs,
Plain Colored Zephyrs,
White Victoria Lawns,
White Pineapple Lawns in stripes and checks,
White Piques, White Marseilles,
White Swiss Spots and Checked mnslins.

Macaulay Bros. & Co.,
61 and 63 King St.
May 18th.

WHY SUFFER SO MUCH PAIN

From RHEUMATISM and NEURALGIA, when

MANNING GERMAN REMEDY

will most surely cure you. Price 50 cents per bottle. For sale by

W. HAWKER & SON, Druggists, and Proprietors.
110 Prince Wm. Street.

TUTTI FRUTTI.

Just received

The following flavors of Tutti Frutti, viz:—

Licorice, Wintergreen, Pineapple, Strawberry, Vanilla.

T. B. BARKER & SONS.

BABBITT'S POTASH.

Now landing

100 Boxes Babbitt's Potash.

T. B. BARKER & SONS

JOURNAL OF SHIPPING

Port of St. John.

ARRIVED.

SATURDAY, May 18.

Schr Hannah Eldridge, Ross, Ellsworth, J W Smith, bal.

Schr Henry May, 151, Price, Boston, R C Elkin, bal.

Schr Playfair, 114, Adams, Boston, master, bal.

Coasters—Schrs Wioma; Hawe, Dorchester; Wenona, Morrell, Freeport; Mabel, Lent, Westport; A J Morris, Advocate; Susannah, Roberts, Parrsboro; Electric Light, Wilson, Campobello, Wave, Mathews, Advocate Harbor; Wild Rose, Slocomb, Harborville; E L Perkins, Yarmouth; Pearl, Wood, Harvey; Sea Foam, Gilbert, Port Gilbert; Mystic Tie, Stinson, St Andrews; Endeavor, Christopher, Rockland.

CLEARED.

SATURDAY, May 18.

Schr Laurissa, 122, McLean, New York.
Schr Daphne, 136, Whittaker, New York.
Schr Eagle, 171, Peck, City Island.
Barque Abram Young, 755, Kenney, Waven Point.
Stmr Merchant Prince, 1674, Hoskin, Dublin.
Ship Warsaw, 1347, Foote, Cardiff.
Schr G Walter Scott, 75, Harrington, Rockland.
Schr Sultan, 66, Gale, Rockport.

Coasters—Schrs Clarine, Toare, Alma; Amy J Alexander, do; Emma T Storey, Fraser, Campobello; Purpose, Ingersoll, Grand Manan; Rowena McDonough, Parrsboro; Active Pearman, Fredericton; Mabel, Lent, Westport; A J Morris, Advocate Harbor; Temperance Belle, Moore, Quaco; J W Dean, McCarron, Joggins; Arthur, Outhouse, Tiverton.

Canadian Ports.

ARRIVED.

At Halifax, 16th inst, SS Ashdene, from Hamburg; barque Christian, Christiansen, from Dakar; brig'nt May Manning, from Jamaica; schr Mabel Howard, Hopkins, from Barbados; Ellie Mundy, from Porto Rico.

At Charlottetown, 13th inst, brigantine Ida Maud, Purdy, from Barbados, and Antigua.

At Windsor, 14th inst, schrs Bianca, Lockhart, from New York; Lulu, Nickerson, and Lord Mayo, Dexter, from Boston.

At Sackville, 10th inst, schr Hazelwoode, Dickson, from St John.

CLEARED.

At Windsor, 10th inst, brig'nts Lily, Dill; C C Van Horn, Parker; schrs N E Fullerton, Howard, and Clifton, Morris, for New York; Avon, McLeod, for Bridgeport.

At Halifax, 16th inst, barque Amphitrite, Sahlstrom, from Mrrseilles.

SAILED.

From Sydney, 16th inst, brig't Sarah Wallace Holder, for St John.

From Sackville, 13th inst, schr Juna, for Parrsboro.

From Halifax, 16th inst, SS Escalona, for Quebec; schr Ocean Traveller, for St Croix; Nellie M, Johnson, for Jamaica.

British Ports.

ARRIVED.

At Fleetwood, 15th inst, ship McLeod, Henderson, from San Francisco via Queenstown.

At Sligo, 15th inst, brig Echo, Turnbull, from St John.

At Liverpool, 15th inst, stmr Frederico, Lazzarago, from St John.

At Garston, 15th inst, barque Aurigа, Davies, from St John.

SAILED.

From Goole, 13th inst, barque Roska, Eliasen, for Miramichi.

From Maryport, 14th inst, stmr Thornholme, for Bridgewater.

From Sunderland, 14th inst, stmr Deddington, for Cape Breton.

From Liverpool, 14th inst, barques Sarah, Matheson, for Pugwash; To Brodre, Olsen, for Miramichi; Glen Grant, Critchley, for Quebec.

Foreign Ports.

ARRIVED.

At Boston, 16th inst ship Morning Light, Ladd, from Calcutta; schr J R Atwood, Condon, from N E Harbor, NS.

At New York, 16th inst, barque Strathmuir, Fleming, from Iloilo; brig Westaway, Herbert, from Estancia.

At Boston, 15th inst, schrs Georgina, Meyers, from Sydney; 16th inst, schr S K F James, McBurnie, from St John.

At New York, 19th inst, schr Nellie Parker, Harding, from St Lucia; 17th inst, schr H B Homan, Wasson, from Vertientes (Cuba.)

At Hyannis, 15th inst schr Belle Halladay, Soule, from Windsor for New York.

At Boston, 16th inst, schr J R Atwood, Condon East Harbor.

CLEARED.

At Boston, 16th inst, stmr Serra, Luzzarago, for St John; ship Rosanna, O'Brien, for Buenos Ayres; brig'nt Alice Baxter, for Cayenne; schr Julia S Odell, for St John; Bess & Stella, Haxy, for Fredericton; Hope, Moore, for Beaver Harbor; Eolian Robichau, for Meteghan; Nellie G Davis, Davis, for Lockeport; L T Whitmore, Haley, Janet S. Golding, M L St Pierre, Amas, for St John; Gasper, Embree, Anderson, for Tignish, P E I.

At New York, 16th inst, ship George T Hay, Spicer, for Calcutta; barque Bristol, Lawrence, for London; Frederica, Roberts, for St John; schr Reaper, Wasson, and Centennial, Cripps, for St John.

At New York, ships Munrovia, Gullison, for Melbourne.

SAILED.

From Rochefort, 13th inst, barque Freya, for Shediac.

From Santiago-de-Cuba, 17th inst, brig'nt Buds, Corbett, for Delaware Breakwater.

From Tragani, 8th inst, barque Flora, Abbott, for Gloucester.

From New York, 15th inst, ship Walter H Wilson, Sprout, for Calcutta.

From Delaware Breakwater 15th inst, barque Savannah, Kain, (from Port Spain) for New York.

Spoken.

May 13th, lat 33.50, lon 74, brig'nt Tasma, McDonald, from Cienfuegos for Halifax.

May 6th, lat 4, lon 38, barque Nova Scotia, Potter, from New York for Liverpool.

May 7th, 50 miles W of the Farralones, ship Lady Cairns, Morrisey, from Tacoma for United Kingdom.

May lat 45, lon 43.20, barque Adelina, from Jervey for Perpelisc.

Disasters, Etc.

Barbados, April 25th—Brigantine Carrick, Alward, hence for Antigua, while anchored in the harbor, was run into by an unknown Norwegian brig and about forty feet of her bulwarks and rail were carried away. She also received other slight damage, and will be detained for a considerable time repairing. The other vessel carried away jib-boom.

Memoranda.

Passed St Helena, 9th inst, barque Neophyte, Gendey from Cape Town for Sydney.

Passed Deal, 16th inst, barque Scotland Monroe, from London for New York.

SQUARE-RIGGED VESSELS BOUND TO ST. JOHN.

STEAMERS.

Washington City, from Barrow, May 15.
Ulston, at Cardiff, via New York, sld April 4.
Corvin from Palermo—passed Gibraltar Apr 27.
Murciano, from Liverpool via Havana, sld Apr 14.
Gaditano, from Havana Apr 25.
Serra, from Boston, April 16.
Ulunda, London, May 4.

SHIPS.

Kommander Svend Foyn from Cardiff via Rio Janeiro, sld Feb 27.
Cora, from Newport, via Rio Janeiro, Mch 28th.
Rossignol, in port Montevideo, sld Apr 22.
Ship Aphrodite, from Cape Town, via Barbados, April 16.
Alumbagh, from Liverpool May 13.
Calliope, from Bristol, April 18.

BARQUES.

Arcturus, from Londonderry, March 28th.
Arklow, at Queenstown in port April 17th.
Ashlow, from Londonderry, April 13th.
Stormy Petrel, from Buenos Ayres, sld Mar 29.
Flora, in port, Buenos Ayres, April 25.
Ragnar, Cape Town, in port April 2.
Forest, from Buenos Ayres, April 2.
Laura, from Bordeaux, April 9.
Dusty Miller, from Camarron April 13.
Douglas, from New York May 9.
Charles Cox, from Liverpool April 25th.
Maiden City, from Liverpool April 25th.
Passepartout, from Boston May 14.
Emil Strang, from Cardiff via Buenos Ayres Mar 8
Jomborg, from Cardiff via Buenos Ayres, Feb 24.
Mizpah, from London, via Riachuelo, Dec 29.

BARQUENTINES.

Canning, 657, from Rio Janeiro via Satilla River sld March 27.
Frederica, from New York, May 16.

BRIGANTINES.

Belle Star, 341, Sligo, in port March 18.
Topaz, 196, from Limerick, sld April 27.
Artos from Buenos Ayres sld.
Aurora, from Larne, May 11.
Sarah Wallace, from Sydney, May 16.

J. S. ARMSTRONG & BRO.,
Have just received
PICKLED OX TONGUES,
BERMUDA ONIONS,
KIDNEY POTATOES,
SNOW FLAKE POTATOES.
32 Charlotte st. next door to Y. M. C. A.

Home Manufacture,
NEW GOODS, viz:
Note Paper and Envlopes, five quires for fifteen cents;
Extra fine Linen Note, five quires for 25 cents, plain or ruled.
White Envelopes from 80c per thousand.
D. McARTHUR
BOOK SELLER,
80 King street.

1889 SPRING 1889

FRESH GARDEN SEEDS.

16 Varieties		*PEAS,*
18	"	*BEANS,*
6	"	*BEETS,*
7	"	*CABBAGE,*
8	"	*CARROTS,*
6	"	*CELERY.*
8	"	*TURNIPS.*

A full line of GARDEN and FLOWER SEEDS, suitable for this climate.

R. D. McARTHUR,
Medical Hall,
St. John, N. B.

P. S.—Also a fine lot of Potato Onions for seed.

BOOTS and SHOES.

A large stock of Ladies and Gentlemen's fashionable

BOOTS AND SHOES
—AT—
MRS. McCONNELL'S,
King street.

NOTICE.

I hereby give notice that I have disposed of my interest in the St. John branch of the "Great London and China Tea Co." to Mr. F. Smith, who will redeem all outstanding tea and coffee checks at 33 Charlotte st.

A. P. TORRENS.

St. John, N. B., May 11, 1889.

In the Matter of the Maritime Bank of the Dominion of Canada (in liquidation).

A FINAL DIVIDEND of Twenty Cents on the Dollar will be paid to the holders of notes issued for circulation by the above named Bank, at the office of the Liquidators, Bayard Building, Prince William street, Saint John, N.B., on and after TUESDAY, 28th inst.

Persons still holding notes are requested to deposit them with the Liquidators on or before 23rd inst.

E. McLEOD,
J. G. TAYLOR, } Liquidators.
D. McLELLAN,

St. John, N. B.,
10th May, 1889.

WHEN YOU GET MOVED
send to
GIBBON'S SHED,
Simonds st., Portland,
and have your coal delivered promptly at the lowest rates.
If you haven't time to call, order by Postal Card, C. O. D., and you will receive immediate attention.

NEW ADVERTISMENTS.

LOYALISTS' SOCIETY.

THE Anniversary Meeting of the Loyalists' Society will be held THIS EVENING in the Natural History Society's Rooms, Market Building, at 8 o'clock. The Chief Justice, Sir John C. Allen, will preside, and a number of prominent gentlemen will deliver addresses.

All descendants of Loyalists are invited to be present.

J. AUSTIN BELYEA,
Recording Secretary.

St. John, May 18th, 1889.

STEWART'S GROCERY.

Today, Saturday, our usual supply of

Choice Roll Butter, Eggs and Cream;

—ALSO—

Smoked Shad, Haddies, and all the other luxuries of the season.

16 Germain street.

NOTICE.

Is hereby given that all communications in regard to matters affecting the Department of Indian Affairs, should be addressed to the Honorable E. Dewdney as Superintendent General of Indian Affairs, and not as Minister of the Interior, or to the undersigned. All officers of the Department should address their official letters to the undersigned.

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

Department of Indian Affairs,
Ottawa, 11th May, 1889.

IMPORTANT TO ALL.

The Great Atlantic & Pacific Tea Co.
IS
Now running in first class order at
No. 3 King Square.

Their Teas and Coffees have been selected with great care and attention and are inferior to none in the Maritime Provinces.

They will also retail Sugars at nett cost.

MR. J. J. CAIN, late of the L & C. Tea Co., who has had 20 years experience in the business has been appointed manager.

HACK, HACK.

AS I have started business on my own account I would be pleased to receive all orders at my address.

SAMUEL CORBETT,
No. 9 Adelaide Road, Portland.

BICYCLE FOR SALE.

36 inch Rudge Roadster Bicycle, in good order. For particulars apply to W. A. MACLAUCHLAN, 37 Dock street.

SPONGES, SPONGES.

A nice assortment of

Bath, Carriage and Nursery Sponges.

—ALSO—

SOAPS, SOAPS,

Including

Castile (white and mot), ***Toilet, Nursery and Fancy Soaps.***

WILLIAM B. McVEY
CHEMIST,
185 Union St., St. John N. B.
☞Cool Soda Water and Milk Shake.

REMOVAL NOTICE.

D. J. DELANEY has removed his DRY GOODS STORE from Garden street to Main street, Portland, opposite Thos. McElroy's, Esq., where he will be pleased to see his old customers and as many new ones as will favor him with a call.

Glass Lemon Juice Extractors,

Latest and most improved invention.

For sale by

TAYLOR & DOCKRILL
84 King street.

Soda Water, Ottawa Beer, Orange Phosphates, Egg Phosphates, Chocolate Syrup, Coffee Syrup, besides Raspberry. Strawberry, Pineapple and Lemon Syrups, manufactured from pure fruit.

PARKER BROTHERS,
Market Square.

FISHING TACKLE
of all kinds.
including some very fine Split Bamboo and other Rods at specially low prices to clear.

ESTEY, ALLWOOD & CO.,
68 Prince Wm. St.

COALS

IN YARDS:

ACADIA MINE PICTOU, the best Coal mined for cooking stoves;
RESERVE MINE SYDNEY COAL, one of the best for register grates.
All sizes of Lehigh and Free Burning HARD COAL. PRICES LOW.

R. P. McGIVERN,
No. 2 Nelson street.

EXCURSION.

INTERCOLONIAL RAILWAY.

Merchants' Excursion

From all Stations between Campbellton and Berry's Mills to St. John, on 15th and 16th May.

TO accommodate merchants and others wishing to make or complete their spring and summer purchases, EXCURSION RETURN TICKETS will be issued from all booking stations between Campbellton and Berry's Mills, inclusive, to St. John, on WEDNESDAY and THURSDAY, 15th and 16th May, at Single First Class Fare. Good for return within one week from date of issue, Sundays not included.

D. POTTINGER,
Chief Superintendent.

Railway Office, Moncton, N. B.,
May 9th 1889.

HOUSE FURNISHING GOODS.

CURTAINS.

Our stock comprises all the latest novelties such as the Art decorative Curtains The Florentine Bird Art, Madras, Crete, Zephyr, Gossamer and numerous other Styles of Curtains. LACE CURTAINS.

CARPETS,

Latest designs in Wiltons Velvet, Brussels, Tapestry, Dutch, etc., all our carpets and patterns made to order.

OIL CLOTHS, LINOLEMS, COCOA MATTINGS.

FANCY RUGS,

In Tanjore, Smyrna, Belgravia, Mecca, Axminster.

ALL WOOL AND UNION ART SQUARES.

The above Art Squares are fringed; sizes from 2 to 4 yds square.

CARPET SWEEPERS.

Sheetings, Pillow Cottons, Table Linen, Napkins, D'Oyleys, Tray Cloths, Linen Crum Cloths. Honeycomb Quilts, Marsella and Satin Quilts, Blankets, Comfortables, Stair Linen.

MANCHESTER, ROBERTSON & ALLISON.

NOVELTIES
—IN—
TENNIS SHOES

Call and see them.

Headquarters for Lawn Tennis and all kinds of Sporting shoes.

AMERICAN RUBBER STORE,
65 Charlotte Street.

TENNIS AND CRICKET.

Opening today

Lawn Tennis Bats, Balls, etc., Cricket Bats and Balls, Gauntlets, Footballs, Archery Goods, Foils and Masks.

We can recommend this line of goods as of superior quality and reasonable in prices.

CLARKE, KERR & THORNE
60 Prince William Street.

The Combination Range Leads All Others.

The Combination is a departure from the old style of Fire Box, the Fire Chamber and Grate being round. The fire is more easily controlled. Every Range warranted to give perfect satisfaction.

Stoves Removed, Repaired, Stored or Fitted up by competent and careful workmen. Satisfaction guaranteed. Please remember the place,

JOHNE. WILSON,
234 Union street, near Golden Ball Corner.
P. S. A Large Hotel Range for sale cheap.

COMMERCIAL BUILDINGS

In our great sale of

DRY GOODS,

we are offering fine Carpets, Bed Tickings, Straw Tickings, Hollands, Linens, Roller Towellings, White Cottons and Light Cambric prints at 5ca yard. All to found at

COMMERCIAL BUILDINGS,
9 King street.

GREAT SALE OF FINE DRY GOODS.

Several hundred yards of fine Printed Cambric, new summer patterns at 5 cents a yard, worth 10 cents.

Several hundred yards of Dress Goods, 8 cents a yard, reduced from 16 cents.

A big lot of mens Colored Dress Shirts at 70 cents, reduced from 125.

Mens Summer Underclothing at 50 cents a suit. Avery man in this Province ought to see this lot at the

COMMERCIAL BUILDINGS.
9 King street.

J. W. MONTGOMERY.

SPORTING GOODS.

Bamboo Fishing Rods from 15cts each;
Jointed Rods all prices;
Fishing lines, Files, Gut and plain Hooks;
Base Ball goods in endless variety;
Willow, Ash, Beach and Spruce, Bats very cheap.
Fire Crackers 4 cents per package;
Cannon Crackers all prices;
Fire Works, colored fire and a large lot of goods at bottom prices at

WATSON & CO'S
2 and 4 Charlotte, Corner Union street.