

# K. & R. Glass, : Zinc, : Axes, : &c.

Received per S. S. PLATO:

698 BOXES GLASS,  
12 CASKS ZINC.

In stock and for sale at Manufacturers' Prices:

350 DOZ. AXES, Assorted,

"K. &amp; R." BLENKHORN, CAMPBELL, KELLY'S and FOWLER'S.

50 DOZ. "1879" COLD BLAST LANTERNS, Warranted not to blow out.

We sell wholesale to the trade only.

Orders by mail or through our traveller will have prompt attention.

KERR &amp; ROBERTSON,

43, 45 and 47 DOCK STREET,  
ST. JOHN, N. B.

Nov. 1st, 1897.—2 mos.

## J. & T. Jardine,

DIRECT IMPORTERS OF BRITISH AND FOREIGN GOODS.

—AND—

WHOLESALE AND RETAIL DEALERS

—IN—

FLOUR, CORNMEAL, OATMEAL, COFFEE.

TEA, SUGAR, TOBACCO,

COARSE SALT, in bulk and bags, DAIRY SALT,

Molasses, Biscuits, Cheese,

PORK AND BEEF,

HAMS, OATS, BRAN AND SHORTS.

HARDWARE, CROCKERYWARE, GLASSWARE

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DRY GOODS.

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Scotch Horse Collars,

IRON, CHAIN, ANCHORS, ROPE.

NAILS OF EVERY DESCRIPTION. LIME.

English House Coal.

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SHINGLES, DEALS, BOARDS AND SCANTLING,

PITCH-PINE, HARDWOOD, LATHS, etc.

Kingston, Kent County, N. B.

## QUARRYING

Machinery of all kinds. We make a special machine for Cutting Rock under ground, also, Derricks, Hoists, Portable or Stationary Engines and Boilers. Write us. Best equipped shops in Canada.

CARRIER, LAINE &amp; CO.,

236 St. Joseph St.

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145 St. James St.

MONTREAL

(PLEASE MENTION THIS PAPER.)

J. F. BLACK &amp; SON

—{ RICHIBUCTO, KENT CO. }—

MANUFACTURERS OF CARRIAGES, TRUCK  
WAGONS, ETC.

We have a large number of Carriages, Express and Truck Wagons, etc., in course of construction, which we can sell as cheap as any in the trade. Intending purchasers should call and inspect our goods before purchasing elsewhere. Terms easy.

Repairing in all its branches.  
A full line of Coffins and Caskets always on hand.

## NOTICE!

Any person or persons cutting poles or lumber of any description without my permission on, or removing the same, from Lot No. 4 granted to James Knowland and adjoining Lot No. 5 and the lot granted to Lawrence Kelly, at the north of Kouchibouguac River, will be prosecuted.

J. D. PHINNEY.

April 24th, 1897.

## GOOD TRADE.

Is secured by high class work. Such can be obtained at Mrs. Hannay's, Kingston, as she has engaged a first class watchmaker.

## WHISKEY SMUGGLING FROM ST. PIERRE.

The address of Solicitor General Fitzpatrick on the prosecution of the smugglers at Quebec discloses some of the methods in which the business is carried on in the St. Lawrence. He said:—"In the course of last summer Lachance, one of the owners of the schooner Canada, met the defendant, Cyrille Coulombe, in a train, and they then and there agreed to take part later on in a smuggling adventure from St. Pierre Miquelon. The parties concerned in the first instance were Cyrille Coulombe, his brother Louis, his son Telesphore, and Lachance, the master, himself, the latter's remuneration to be one barrel in four of all spirits successfully run. Subsequently, in pursuance of this arrangement, Lachance proceeded with the Canada to St. Pierre Miquelon in the month of September. About the same time the schooner Engenie, the property of the defendant, Duchesne, arrived at St. Pierre Miquelon, having on board the owner and the defendants, Bilodeau and Telesphore Coulombe. There the schooner was immediately sold, presumably placing its owner in funds to purchase spirits at the island.

"All these parties appear to have met together and discussed freely the smuggling enterprise in question. While there a registered letter from his father Cyrille Coulombe, was received by Telesphore. It contained about \$500, with instructions to apply them in purchase of whiskey, and the best course to take to avoid the revenue vessels in the river. As a matter of fact, forty-five barrels of whiskey and a number of cases of gin were purchased and put on board the Canada, which, however, sailed from St. Pierre Miquelon with false papers, the clearance of the island authorities showing simply a cargo of a dozen cases of gin, and not speaking as to the casks. The defendants, Telesphore Coulombe and Bilodeau, came back in the vessel, the remainder of her crew consisting of her master, Lachance, Talbot and Hebert. According to the evidence of Lachance, of the forty five casks of spirits twelve were the property of Odilon D. Chesne, the remainder being the joint property of the three Coulombes and himself, his interest being ultimately fixed at one in five. The spirits belonging to the Coulombes were purchased from a dealer named Lebuffe, on the island, and those belonging to Duchesne from other dealers. Clearly Lachance was the agent of Bilodeau and the joint agent with Telesphore Coulombe of Cyrille and Louis. The Canada arrived off Ste. Felicie. Cyrille Coulombe and others whose names are not important were in attendance. Signals were made by a lantern indicating that the coast was clear and twelve or thirteen casks of spirits were landed and successfully, hidden, the actual landing being managed by Bilodeau, Talbot and Telesphore Coulomb.

"It being then near daybreak the Canada moved off and was captured on the following day by the Constance, with the remainder of the spirits on board. The people on board when she was captured, were Lachance, the master; Talbot and Hebert. Among the papers were found the register of the vessel, the St. Pierre Miquelon clearance and the letter containing instructions and money received by Telesphore from his father.

"From the evidence of the parties themselves and from admissions made by them to witnesses of unexceptional credit, it is plain that the case is proved absolutely, and that the defendants are guilty of a bold and partly successful violation of the law. The evidence further discloses to a certain extent an organized conspiracy among some of the people of the coast to defraud the Government by a system of signals and by telegraphic communications as to the movements of Government vessels and preventive officers. The maximum penalty imposed by the section in question is \$200 and a year's imprisonment.

"For many years past smuggling to a very large extent has undoubtedly prevailed in the St. Lawrence. The temptation is great. Spirits from 40 to 60 per cent., over proof can be purchased from between 40 to 60 cents a gallon at St. Pierre Miquelon. The spirits seized in these suits were about 60 per cent. over proof. The value of a gallon here would be between \$4 and \$5, leaving, of course, a handsome margin of profit.

"The efforts of the Government have been for several years directed towards putting down this trade. The preventive service has been largely increased, and an expensive steamer purchased with the object. The trade injures the country in three ways. It subjects it to an enormous expense for preventive measures, to a large loss of revenue on spirits successfully smuggled, and it demoralizes the people of the coast. Under the circumstances, where a carefully meditated scheme to defraud the revenue has proved so nearly successful, and the facts are proved home to the principals in the clearest manner, it is the duty of the Government to press for the maximum penalty, a penalty which may deter others from offending in future. Thus, it is obvious, a pecuniary penalty will not do. A fine of \$200 would merely be put down as one of the risks of the business. The Attorney-General, therefore, considers it his duty to press for a sentence of imprisonment against each of the defendants. The barrels of whiskey

discharged at Ste. Felicie would pay fines and disbursements, and no man would result to the defendants, if they are not imprisoned."

## Care of the Complexion.

It is a well-known fact that a torpid liver produces a sallow hue and a dull yellow complexion. You need not expect a clear, beautiful complexion if the blood is rendered impure by a sluggish action of the liver, which cannot properly perform its function of purifying and filtering all impurities from the blood. Ladies, Dr. Chase's Kidney-Liver Pills is an invaluable remedy, for by their action on the liver and blood they promote true beauty by rendering the blood pure. This is the secret.

## PATENT REPORT.

Below will be found the only complete report of Patents granted this week by the United States Government to Canadian Inventors: this report is prepared specially for this paper by Messrs. Marion & Marion, Solicitors of Patents and Experts Head office: 185 St. James St., Montreal. A copy of any of these may be had of the above firm for ten cents each

233,864—Laurin L. King, Chicago, water closet.

233,893—Josiah C Stevens, Cambridgeport, Mass., Pipe and nut wrench.

233,972—Dennis Brady, New Orleans, La., Rain water cut-off.

234,086—Benjamin L. Stowe, New York, assignor to J. Van D. Reed, mechanism for detecting waste of water from pipes.

234,091—Henry A. Thompson, Farmington, Me., wrench.

234,114—James E. Boyle, Brooklyn, N. Y., Service Box.

234,131—Andrew Klair, Baltimore, M. D., assignor of one-half to Thersia Wolff, same place, Faucet.

234,287—George Jennings and George Jennings Jr., Stangate, England, waste water guard for water closets.

234,288—George Jennings and George Jennings Jr., Stangate, England, water closet.

234,034—Charles H. Lovrein, Erie, Pa., assignor to Mary A. Lovrein, same place, Pipe tongs.

## TRADE MARKS

30,780—Standard Manufacturing Co. Allegheny, Pa., essential feature:—The word "Perfector." Used since October 1, 1895.

592,810—Richard B. Mitchell, Montreal, Canada, Flushing valve.

592,814—Andrew McCann, Chicago, Ill., check valve for sewers.

592,820—John F. Normoyle et al, New York, pipe coupling.

593,008—John Beermaker et al, Wahoo, Nebr., pipe wrench.

592,025—John T. Morrison, Minneapolis, Minn., water closet repair.

593,042—Amos T. Birch, Ceryl, Nebr., Gas pipe and rod tongs.

593,049—Lawrence Williams, Columbus Iowa City, pipe wrench.

## THE EIGHTY WHO SUFFER.

In Every Hundred From Catarrh Have a Friend Induced in Dr. Agnew's Catarrhal Powder.

"I was a catarrh victim for many years. Dr. Agnew's Catarrhal Powder has done me great service. I tried every remedy in the category of catarrh cures without any permanent relief. After taking only a few doses I received great benefit, and in a very short while my catarrh had disappeared. I am satisfied it is the best, safest and quickest remedy known for this malady to-day." Jas. E. Bell, Paulding, O. Sold by W. W. Short.

Back-Ache, Face-Ache, Sciatic Pains, Neuralgic Pains, Pain in the Side, etc. Promptly Relieved and Cured by

**The "D. & L." Menthol Plaster**

Having used your D. & L. Menthol Plaster for severe pain in the back and lumbar, I unhesitatingly recommend same as a safe, sure and rapid remedy in fact, they act like magic.—A. LAPOINTE, Elizabethtown, Ont.

Price 50c.

DAVIS & LAWRENCE CO., LTD. PROPRIETORS, MONTREAL.

## DR. WOOD'S NORWAY PINE SYRUP

Heals and Soothes the delicate tissues of the Throat and Lungs. ... CURING ... COUGHS, COLDS, BRONCHITIS, ASTHMA, HOARSENESS, SORE THROAT, INFLUENZA, and PAIN IN THE CHEST. EASY TO TAKE. SURE TO CURE.

## NAVAL CONSTRUCTION.

High Engine and Fire Room Temperatures on a Warship.

The great internal heat that rendered the Amphitrite inefficient was due to lack of provision for ventilation in the engine and boiler spaces. These regions became so hot that little useful work could be done in them, and the lack of air was such as to actually ruin the furnace draft, smoke coming out freely from the holes in the furnace doors. Aside from two small ash hoist tubes in the central part of the fire room and a small escape hatch forward, there were no openings from the fire room to the outer air.

The boilers reached nearly to the iron main deck of the vessel, and as the air above them and between the deck beams had no escape it became greatly heated and lay roasting in those spaces. It was impossible for a man to go on the gratings behind the upper parts of the boilers after they had been under steam a few hours, though the main and auxiliary stop valves were there. A board of officers that reported on temperatures in the vessel got at this place only by introducing a thermometer on the end of a long pole, and this thermometer, when fished out and taken to a place where it could be read, showed 202 degrees.

The superstructure containing the cabin and wardroom was directly above the engine and boiler rooms, with a light wooden floor laid over the iron main deck. At sea, with the doors closed, this habitation became exactly like a frying pan on a hot stove lid. The smoke pipe, partly uncovered for alleged ventilating purposes, passed through the center of the wardroom and by vigorous radiation contributed its full share to the general discomfort. The deck, in spite of its wooden sheathing, was so hot as to be painful, and I hesitate to say from memory the temperatures the board reported as being usual in the rooms, in bureau drawers, on the wardroom table and in other parts of the officers' quarters. It was as high as 112 degrees, and I think greater. Sleep was only a period of unconsciousness, induced by utter exhaustion, and was without restful quality.

The fire room temperature was never below 150 degrees and often above 170, while the engine room ranged closely about 150 degrees. For the first 24 hours the men stood it well, but on the second day seven succumbed to the heat and were put on the sick list, one of them nearly dying. Before the voyage was ended 28 had been driven to seek medical attendance.

On the evening of the fourth day out our men had literally fought with fire to a finish and had been vanquished. The watch on duty broke down one by one and the engines, after lumbering along slower and slower, actually stopped for lack of steam. The ship was allowed to drift inshore on the tide and was finally brought to an anchor in St. Simon's sound. Though a warship of formidable characteristics and sent on this distant service, it is doubtful if the Amphitrite could have gone into action at that time or have steamed 100 miles farther to save herself.—F. M. Bennett, U. S. N., in Cassier's Magazine.

## DOOLITTLE'S LITTLE JOKE.

How He Conferred an Honor Upon His Friend, Senator Fessenden.

The old senator was a great story teller and related many interesting and humorous accounts of what he had seen in public life. One of his favorite stories was at the expense of Senator Fessenden, a warm personal friend. The judge and Senator Fessenden had been appointed on a commission, with several others, to treat with the various chiefs of the Sioux Nation on an important Indian question of the day. It was long before railways had been introduced into the far west, and the members of the commission had to travel on horseback. Judge Doolittle was chairman of the commission, but at the conference shifted that duty to the shoulders of Senator Fessenden. The latter was highly pleased at the honor conferred on him and much "puffed up" in consequence. The judge had method in his madness, however, for he had heard of the peculiar reception tendered by the Indians to the spokesman of any party of visiting whites.

At the appointed time the two parties to the conference congregated. There were probably 200 Indian chiefs present, with their wives. Senator Fessenden advanced to do the honors for the commissioners, when, to his dismay, the whole body of Indians, squaws and all, advanced and, after embracing the chairman, gave him, according to their custom, a welcoming kiss. Judge Doolittle often said he thought that Fessenden never forgave him for the trick.—Boston Herald.

## Guarding Her Nerves.

A little east end maiden of 5 summers, whose clever sayings are the delight of her friends, recently dined with an aunt. At the beginning of the repast she gravely said to her relative:

"I'll take just one cup of tea, Aunt Liza. I have to be so careful about my nerves. If I don't take care, I'll have nerves like a cat."

She got her tea, and it is scarcely necessary to add that when she had finished it she forgot all about her poor nerves and clamored for more.—Cleveland Plain Dealer.

## Time's Changes.

In 1830 Goethe wrote to a friend that it seemed almost inconceivable that now that the Gothard wagon road had been opened it was possible to go from Frankfurt to Milan in a single week. It is now done in a day.

## Oldest Sailing Craft.

The oldest sailing craft in the world is the so called Gokstad ship, a viking vessel which was discovered in a sepulchral mound on the shores of Christiania fiord. It is 1,000 years old.

Geo. V. McInerney,  
Barrister, Attorney, Notary Public,  
Solicitor for the Merchants Bank  
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All kinds of country produce sold on Commission. Quick sales and prompt returns. Highest market prices realized.

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## WARNING!

Any person cutting fire-wood, logs, or other lumber on the "Smith property," Molus River, will be prosecuted and punished under the provisions of the Dominion Criminal law.

Dated, December 14, 1896.  
J. D. PHINNEY

## WESTMORLAND Marble Works,

T. F. SHERARD & SON,  
Dealers in Monuments, Tablets, Headstones.

Cemetery work of every description neatly executed. Orders promptly filled.  
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