

FRIENDS.

(From the Chicago News.)

Not he that counts my errors,
Not he that holds me back
With doubting words to show me
Wherein and how I lack;
Not he that sees my failings;
And, seeing them, is free
To take my measure by them—
He's not the friend for me.

But he that learns my virtues,
Who takes me at my best;
Who notes my greater failings
And overlooks the rest;
Who, after I have striven
And have not failed, is free
With words of commendation—
He is the friend for me.

He that forever warns me
Of dangers in my way,
Who doubts my strength to meet them
And ever bids me stay,
May truly seek to shield me,
May wish me well, but he
Whose faith is inspiration—
He is the friend for me.



To the Editor of The Review.

SIR—As the weather is again away below zero, 25° and we have nothing to do except cuss the Clerk and to read the papers. As I in looking over some old issues of THE REVIEW notice that a correspondent of the Fredericton Gleaner which you quote in writing of the Klondike, takes the opportunity of trying to hit the present Liberal Government of Canada over the left. Now, as to mismanagement on the Yukon, there is much to say on both sides, but as far as I can gather from the many reports that reach here the Canadian officials are doing all in their power for the good government of the country. However, that is not what I am aiming at. Human nature is pretty much the same the world over and occasionally in any party you will find those that will sell themselves, but notwithstanding this I am prepared to say that no matter what corruption may be in Canadian Politics to-day that it will not compare with the wholesale plundering and corruption that was in vogue during the Conservative regime. Of the East I am not prepared to state, but of the West I know by experience, and I know that if there was a little honesty and fair play in the North West of Canada a few years ago, Montana would not to-day have such a large per cent. of Canadians amongst her population. Canada, the (N. W.), five years ago was like I would imagine some petty European Dukedom would be like. There was some great god all must worship. The public officials were as a rule open to a bribe and in one case I know of a Custom House Officer being appointed after being fired from the Police Force and it was a well known fact that he kept gamblers to help him roll the pilgrim for his wad. Many more incidents I could relate that have come under my own knowledge. And particularly would say that the reason that the Canadian N. W. is so far behind to-day that the oppressive laws formed for the good of the big English Lords, who in the early days got miles of Canadian Territory for little or nothing. There is no inducement for the small stock man with 4 or 5 thousand head of sheep, or 2 or 3 thousand head of cattle. Every person that thinks can see that ten men with three thousand sheep are more benefit to the country than one man with thirty thousand. Canadians as a rule are poor men and cannot go into things on a large scale but let the Canadian N. W. give the inducements that the U. S. gives to her sons and you will see them do as well in Canada as they now do in the U. S. The Canadian emigrant to the C. N. W. in a year is in the Western States, simply because the inducements there are greater. Canada is to-day assisting foreigners of all kinds to Canada; why not induce her own to return and also bid for the American who is seeking pastures new. There are fortunes to be made in the C. N. W. if the government will allow it, the money is hid, English Dukes will not find it, foreign paupers will not find it, but good Canadian and American brain and muscle will soon reach it. In saying nothing against the Liberal Government of Canada as an experienced Western man, I would suggest strongly to make a bid to get men that understand the West to do the work in the C. N. W. as has been done in the Western States. Look at Montana, a finished product ready now to face the blizzards of centuries and to stand alone and uphold her own before all the world. Such men as made Montana are the men for Assa. and Alberta. They ask no special money grants or help to build their houses. All they ask is a show on an equality with any in the country. There is no doubt about it the Canadian Exclusion laws have been a big drawback and before all stock men the country shows a double vent. It is time now a turn should take place and there rests the opportunity with the Liberal party. Hoping you'll excuse the length of this epistle I could tell you many's the story that to an Eastern man would be astonishing but at present will conclude except to say that if the Editor of THE REVIEW would look into the matters of the West a little that he might see as the Editor of the Seaforth Expositor (the most fearless paper of Eastern Can-

ada) has seen, that there is a big problem to be solved and that the future of Canada depends perhaps more than some think on the way it is solved. As far as the Canadian in Montana though many of them would no doubt go to Canada with their stock if they could favorably, still they will find range even if they never see Canada.

As for the soldiers mentioned by the correspondent of the Gleaner, I would say that no doubt he means the Mounted Police, a force of men that are but a burden on the tax payer, though as men they are a smart body and as worthy as any non producers can be. The Government no doubt did a great thing in sending some of them to the Klondike, for on the American side several lynching affairs have taken place, but as yet none of the boys from here have written of any on the Canadian side, and that the police protection is appreciated by all alike is seen by the present of a bowl surrounded with nuggets that was given to Captain Constantine of the Mounted Police by some returned American miners.

FRANK S. BLISS.

Hatlem, Choteau Co., Montana, Feb. 22, 1899.

RUSSIA POURING IN TROOPS.

WILL SOON HAVE 60,000 MEN IN PORT ARTHUR AND TALIAN-WAN.

VANCOUVER, B. C., March 9.—Arrivals from China by the Empress of India say the Russian Government is pouring troops into Port Arthur and Talian-Wan, under the pretence that the force now garrisoned there is too small, in view of the apparent discontent of the inhabitants of Liao-Tung Peninsula, who have within the last two months risen against the Russians in thirteen different townships and districts. Further, no less than 9000 men have landed at Port Arthur within the past month or so, and it is intended to add 15,000 men more making the full strength of the army corps some 36,000 in addition to the garrisons of 15,000 men for Port Arthur and 8000 for Talian-Wan.

Forty Russian harbor engineers, commissioned by the government, have gone to Talian-Wan to carry out the harbor works. On the island situated in front of Talian-Wan a strong fort will protect the entrance to the harbor. Two docks will be constructed to accommodate shipping. Warehouses and customs houses will also be erected. A branch line of the Eastern Asian railway will run to Talian-Wan, which will be ready as a commercial harbor in the summer of 1900.

Boils Disappeared.

Mr. James Elliott, White P. O., Ont., writes: "Last fall while I was threshing I became troubled with boils, which got so bad I had to quit work. I started taking Burdock Blood Bitters and before I had finished one bottle the boils entirely disappeared."

BISHOP POTTER ON PROHIBITION.

NEW YORK, March 11.—Bishop Potter has written another peppery letter, giving his views on the liquor question, in response to a request in a letter from Dr. Lyman Abbott. The Bishop says:

"It is the old situation as regards the religion of Christ, with the Scribes and Pharisees on the one hand, the Sadducees on the other, and over against them the Truth.

"No more perfect reproduction of the first named has appeared in our day than the prohibitionists, arrogant, denunciatory, ignorant, unscrupulous and untruthful, holding one meagre fragment of the truth to their eyes and denying the great and fundamental facts in human nature, in their foolish and futile endeavor to remedy the perversion of human instincts by extirpating them.

"The grotesque hypocrisy of the prohibition system from Maine to Kansas is a sufficient commentary upon their theories.

"There is no one cure for so vast a mischief as the saloon stands for, and the regeneration must be brought about not by extirpation, but by transformation."

Are You Weak?

There's a Remedy that will make you strong; give you vitality and energy; invigorate the heart; enrich the blood; make the pale cheek rosy.

It's Milburn's Heart and Nerve Pills.

Mrs. Mehlbacher, who lives at 29 Ann St., Berlin, Ont., made the following statement: "I have suffered from nervous prostration and general debility for the past four years, often despairing of a cure."

"Since I have taken Milburn's Heart and Nerve Pills, however, the future looks bright to me. I have taken four boxes of them and the benefit I derived is wonderful. They have made my nerves strong, restored their elasticity and given me physical strength to a greater degree than I could have anticipated. Beyond doubt, they are the best restorative for nerve trouble, weakness, debility, etc., in existence, and I heartily recommend them to all who suffer as I did."

Milburn's Heart and Nerve Pills cure Palpitation and Throbbing, Dizziness, Nervousness, Sleeplessness, Loss of Appetite, Pale and Sallow Complexion, Anemia, Debility, General Weakness or any condition arising from a Weak Heart, Disordered Nerves or Impoverished Blood. Sold by druggists at 50c. a box.

WRECK OF S. S. CASTILIAN AT GANNET ROCK.

SHIP IS BREAKING IN TWO—CARGO ALL DAMAGED.

The new Allan Line S. S. Castilian, Capt. Barrett, which sailed from Portland, Me., on Saturday for Liverpool via Halifax, went ashore shortly after four o'clock on Sunday morning on what is known as Gannet rock dry ledge, twelve miles from Yarmouth Light. There was a dense fog at the time. The steamer had fifty passengers on board and a general cargo valued at about \$450,000, the most valuable cargo ever shipped by the Allans from Portland. When the dispatches were sent out on Sunday the ship had six feet of water in her hold. She was badly bulged up from the saloon to the foremast. A large number of sheep in the forward hold were drowned. The swelling of grain in the forward hold threw up the saloon deck.

The prospect for saving the ship was considered poor, but if the weather is fine, it is possible that a large portion of the cargo will be taken out.

Messrs. Allan are despatching steamers and apparatus from Yarmouth in the hope of saving the ship and cargo. The passengers were taken off by a tug and landed at Yarmouth. They were sent to Halifax to-day. Captain Barrett and officers are still by the ship.

The Castilian is a new ship, and was built by Workman, Clark & Co., Belfast. She was specially designed to meet the requirements of the Canadian trade, and was fitted up with all the modern designs both in machinery and also for the carrying of perishable goods, while her passenger accommodations were all that could be desired. Her principal dimensions are: Length, 470 feet; breadth, 53 feet 9 inches; depth (moulded) 36 feet. She was built under special survey of the British corporation for their B. S. class. There are three complete steel decks, extending all fore and aft, and over the upper deck a permanent shelter deck is built with bridge above. The frame work is on the deep frame system, with cellular double bottom, and the vessel is divided by steel bulkheads in nine compartments. She was launched a little over a month ago, and this was her first Atlantic voyage. Her total tonnage is 8,200 tons. Despatches state the weather was fine with no sea on when she struck. The first and second holds were full of water and there were six feet of water in her engine room at last accounts, but the rest of the ship is dry. She is hung to about the engine room, but abaft of that she is floating in five and a half fathoms of water.

Capt. Barclay, marine superintendent of the Allan line, passed through St. John to-day en route to Yarmouth.

The Boston Wrecking Company will send their apparatus to Yarmouth to assist the Castilian. Wrecking apparatus will also be sent from Halifax, as well as from Yarmouth to the Castilian.

YARMOUTH, March 13.—The latest reports from the Castilian state that the ship has burst open forward by wheat swelling and she will probably be a total loss. Two hundred carcasses of sheep drowned in the hold were thrown overboard.

Steamers from here are at the scene of the wreck endeavoring to save cargo.

All the passengers and some cattle were brought here last night by steamers Latour and Wanda, the former taking this morning's train for Halifax, where they will embark for England to-morrow.

The disaster is said to have been caused by an error in the compasses. The vessel was going full speed when the breakers were seen from the bow, and before the engines could be reversed the vessel struck what was supposed at the time, to be on Blonde Rock. Nothing could be seen or heard owing to dense fog.

The sea has been rough and the vessel found heavily at high water.

Lloyds agent and receiver of wrecks are at the wreck.

LATER.

YARMOUTH, March 13.—A steamer just up from the Castilian brings the news that the ship settled down last night, is now full of water at high tide and is breaking in two at the saloon.

Officers with ship's papers, cabin plate and fittings are here.

Steamer is a total loss, cargo is all damaged.

FURTHER PARTICULARS OF THE STEAMSHIP'S LOSS.

HALIFAX, N. S., March 13.—When the steamer Castilian struck on Gannet Rock ledge Sunday morning no one knew exactly where they were, but it was well to be prepared for the worst, so the boats were quietly got ready. Then the steward passed around among the passengers' rooms and in a calm way told them the ship was on a rock and they had better dress and pack their trunks in case it might be necessary to send them ashore. Their breakfast was served and about daylight the chief officer and purser was sent in a boat to try and get word to the mainland for assistance.

In the meantime those on the Castilian had been sending up rockets at intervals all day long to apprise the people on shore of their accident, but not a sign of response was seen or heard. The ship was lying easily and there seemed no immediate danger, so the passengers were

not alarmed at all, but as the sea began to rise and all about them was the dull grey fog and leaden colored waters, with white capped breakers, the prospect cheerless and gloomy enough. Among the passengers was Rev. Lord Archibald Douglas, of London, Eng., a Roman Catholic missionary who had been laboring in the Canadian Northwest and was returning home, and he held a brief Sunday service on the deck.

From cabin and steerage, from fire room and fore-castle gathered Catholics and Protestants, Christian and Jew, to take part in one of the most impressive services they had ever known. The calm tones of the missionary, the dull roar of the surf, the mixed multitude with reverently bowed head, went to make up a scene never to be forgotten. In the middle of the day luncheon was served and some of the passengers partook of it. As the day went on there was no response to the rockets and no assistance from those who had gone off in the boat in the fog to seek land, the work of launching the boats was commenced. Those on the side nearest the rock were got out and with some difficulty rowed around to the other side, where the passengers might more easily enter them. The crew all knew their places and the passengers were told off to the boats they were to go in. There was no confusion, no panic, no loud talking. Perfect discipline, courage and confidence in the officers and crew made the men and women feel that whatever the gloomy water had in store for them, they would at least receive every care that experienced and trained men could give them.

Life belts were put on and all were preparing to embark in the boats, when through the fog came the sound of shrill whistles. It was the whistling of the Yarmouth steamer coming to their rescue. The Castilian could not reply because the water had crept up in her till it drenched the fires in her furnaces and there was no steam left in her boilers. But her welcome sound was greeted by the passengers with ringing cheers. The rescuing steamers had no small difficulty in getting alongside. Indeed, the Latour had her rail smashed in the attempt, but in the end they got fast to the big ship. Baggage and mails and passengers were got off with but few mishaps and they started for Yarmouth, reaching here about 8 p. m. Lieut. Col. McLean, the well-known publisher of Canadian trade magazines, was among the passengers. Capt. Wm. Hendrie, Jr., of the 48th Hamilton, Ont., with Misses C. M. and Maud Hendrie were on their way over to see the grand national run. Capt. J. J. Riley was a passenger, who ably assisted Capt. Barrett and his officers in keeping the passengers calm and giving them an intelligent idea of what was going on. Capt. Arbuthnot, who was returning to England on a visit, was formerly of the Suffolk and Lancashire Regiment, but is now on the retired list.

There is no light or bell buoy at Gannet Rock.

Children Cry for CASTORIA.

MR. KIPLING.

NEW YORK, March 13.—Rudyard Kipling passed a good night and felt considerably refreshed this morning. Mr. Doubleday said to-day that Mr. Kipling showed decided improvement over yesterday. There is a belief that the patient will now make even faster progress towards good health than before as each day the author's sleep and rest become more refreshing to him.

LONDON, March 13.—The Emperor William's message to Mrs. Rudyard Kipling has naturally attracted great attention, particularly the reference to 'our common race.' The first impression here was that the Emperor William thought Kipling was an American, especially as the German papers referred to the 'American author Kipling,' but this impression is quite erroneous. The Emperor was a reader of Kipling's writings long before he settled in America. His Majesty, however, knew that Kipling's wife was an American, and it is thought he intended to include America when he spoke of the 'common race.'

The Spectator to-day says: "The Emperor is evidently willing to substitute the Teuton for the Anglo-Saxon as the ruling race of the future. He did not venture to call Kipling an American, but, being anxious that his telegram should be taken as a compliment to Americans rather than Englishmen, the German journals received a hint to describe him as an American at least."

In another article the 'Spectator' remarks: "It must be a singular experience, even for Kipling, to wake up from a serious illness and find that two great people have been interested in his fate, that an Emperor has grieved for him in words having the weight of a political manifesto, and that his value to publishers has been increased by hundreds, perhaps thousands, a year."

TO CURE A COLD IN ONE DAY.
Take Laxative Bromo Quinine Tablets.
All Druggists refund the money if it fails to cure. 25c.

STOP IT NOW!

Before it is too late, stop that succession of colds that means nothing more nor less than catarrh. Stop the suffering. Stop the disagreeable catarrhal discharges that are so humiliating to you and offensive to your friends. Don't let it run on until your condition causes you to be ostracized as if you were a leper. Don't neglect yourself until consumption makes its fatal appearance. You can be cured—not merely relieved, but absolutely and perfectly cured.

Dr. Agnew's Catarrhal Powder

will restore you to complete, perfect health. It gives relief at once. It cures in an incredibly short time. Hundreds of cases of from 5 to 20 years' standing have been cured—cases that physicians had pronounced incurable. The catarrhal powder acts like magic, not only in catarrh, but in colds, sore throat, tonsillitis, hay fever, loss of smell, deafness and all similar diseases.

Mr. C. G. Archer, of Brewer, Maine, writes as follows:—"I have had catarrh for several years. Water would run from my eyes and nose for days at a time. About four months ago I was induced to try Dr. Agnew's Catarrhal Powder, and since using the wonderful remedy I have not had an attack. I would not be without it." At druggists the heart-relieves in 30 minutes. Dr. Agnew's Liver Pills are at once a mild cathartic, invigorator and system renovator. 20c. for 40 doses. Dr. Agnew's Ointment relieves in a day and cures eczema, salt rheum and all diseases of the skin. Cures piles in 7 to 5 nights. 35c.

SOLD AT SHORT'S DRUG STORE.

STRANGE LONDON MYSTERY.

WOMAN FOUND DEAD AND HER ALLEGED HUSBAND IS MISSING.

LONDON, March 9.—Six weeks ago a German Masseuse and fortune-teller took up her residence in a house in Tottenham Court Road in London. She was over forty years of age, and with her lived a young man of about twenty, who she said was her husband, but it is believed that she eloped with him from Berlin. The woman advertised in a German weekly publication, and many people called upon her for treatment or consultation. Last Thursday night the rooms of the pair were found to be locked, and a letter received by the landlord signed "Briesneck and Frau," said that they had gone out of town on business. There was no suspicion of anything wrong until Monday night when the doors were forced open and the woman was found dead, having been strangled. The woman was known to have had considerable money, and a quantity of jewellery, all of which had been taken. There is no trace of the young man.

BECAUSE IT CURES.

"Yes," said Mrs. John McKeen who keeps a general store at Kingarth, Y. Co., "we sell more of Cook's Sure Cough Cure than all our other cough balsams combined; in fact we can only sell it, after a person once purchases a bottle. It has got the name in this locality of giving relief to a cough or cold where nothing else will." This old English remedy is sold by all dealers at 25 cents per bottle. Large bottles.

NEWFOUNDLAND.

ST. JOHN'S, Nfld., March 13.—The political crisis continues. The premier, Sir James Winter, is negotiating with Robert Bond for a coalition with the regular opposition. Alfred B. Morine and Edward Morris have eighteen men assured, but the premier expects to secure a dissolution and to win the general election. Dissension in the colony is very keen, and troublesome times are expected.

A QUICK CURE FOR COUGHS AND COLDS

Pyny Pectoral
The Canadian Remedy for all THROAT AND LUNG AFFECTIONS
Large Bottles, 25 cents.

DAVIS & LAWRENCE CO., Limited,
Prop's. Perry Davis' Pain Killer,
New York Montreal

ASSESSORS' NOTICE.

We, the undersigned, assessors of rates for the Parish of Richibucto, in the County of Kent, hereby give notice that all persons liable to be rated to bring in to us within 30 days after publication hereof, true statements of their property and income liable to be assessed; and we further give notice that the valuation lists when completed shall be posted in the following places, viz.:

POST OFFICE, RICHIBUCTO,
POST OFFICE, KINGSTON,
POST OFFICE, R. VILLAGE.

Dated at Richibucto this 20th day of Feb., 1899.

ETIENNE LEBER,
JAS. L. HUTCHINSON,
ARTHUR E. O'LEARY.

ALWAYS BUY Eddy's Matches

AND GET THE MOST OF THE BEST FOR THE LEAST MONEY PROPORTIONATELY.

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| Three Venus Old Rye | \$ 6.50 per Doz. |
| Eight Years Old Rye | 8.50 " |
| Dekuyper Gin | 6.50 " |
| Three Years Old Scotch | 8.50 " |
| Eight Years Old Scotch | 10.50 " |
| "Quebec" Cream Scotch | 10.50 " |
| Four Years Old Irish | 8.50 " |
| Extra Old Irish, 8 years old | 10.50 " |
| Old Kentucky Bourbon | 8.50 " |
| Extra Old Kentucky Bourbon | 10.50 " |
| (Seven Years Old) | 8.50 " |
| Old Tom Gin | 8.50 " |
| London Dry Gin | 8.50 " |
| Three Years Old Cognac Brandy | 9.50 " |
| Five Years Old Cognac Brandy | 10.50 " |
| Ten Years Old Cognac Brandy | 13.50 " |
| Vintage 1865 Brandy | 22.00 " |
| Old Jamaica Rum | 8.50 " |
| Demerara Rum | 8.50 " |
| Old Demerara Rum | 8.50 " |
| Scotch Ginger Wine | 6.50 " |

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Oddfellows' Hall, Union street.

Farm at Mokus River For Sale.

I offer for sale the Harrison T. Smith property at Mokus River, in the vicinity of the school house. There are about 300 acres in the lot. Prompt application will secure a good bargain.

J. D. PHINNEY.

Aug. 12, 1898.

Advertise in The Review