TO MY WIFE.

Sweet lady, queen-star of my life and thought, Whose honor, heart and name are one with mine, Who dost above life's turbulent currents shine With a clear beam, which oftentime hath brought The storm tossed spirit into harbors wrought By love and peace on life's rough margin-line;

I wish no wish which is not wholly thine, I hope no hope but what thyself hast sought.

Thou losest not, my lady, in the wife, The golden love-light of our earlier days, Time dims it not, it mounteth like the sun, Till earth and sky are radiant; sweet, my life Lies at thy feet and all life's gifts and praise, Yet are they nought to what thy knight hath won. FREDERICK GEORGE SCOTT.

Drummondville, Que.

A DOOMED SHIP.

from the equator, thousands of miles from any land, lying motionless on a calm sea, was a dismasted ship. Nothing remained of her taut masts and spars but the mizzenhad rendered this gallant ship so helpless a wreck. Not a breath of wind was stirring in the heavens; not a cloud was in the deep blue sky; not a ripple or a flaw disturbed the far-stretching ocean. It was high-noon, and the sun was almost vertical. All was silent. The sun was pouring down its fierce tropical rays on the blistered deck and on the vast, calm sea. There she lay, a spectral ship upon a silent ocean. There was not a sign of life on board, not a sound could be heard, except now and again when a swirl of water made the rudder-chains rattle and creak, as the wheel away into the distance.

and lower in the western sky, and once more, like a blood-red shield, it sank into though it had suddenly been paralyzed. the bosom of the ocean, leaving behind it a flood of orubescent light, which tinged the sky with its ensanguined hues, and these, reflected in the water beneath, caused the giance; and, flinging himself on his wouldship to appear as though she was floating in a sea of blood. The crimson faded into orange and pink, and then into gray, and then the shadows of evening stole slowly over the scene; then one by one the stars came out and studded the whole of the clevelless formers at the was floating be murderer, sought to disarm him. The struggle was for dear life, and the mate fought savagely. But at last the captain's superior skill and strength prevailed, and Jarvise was once more at his mercy.

"Strike, man—strike?" shrieked the cloudless firmament.

Suddenly there came from the cuddy window a stream of light, and a man, gaunt | captain. and emaciated, peered out on to the deserted deck. A few minutes afterwards Put an end to this torture; I can stand no but the moment they were on board the another gleam of light shot from a small more of it" aperture in the door of the forecastle deckhouse, and two eyes, cruel, reddish-brown from him.
eyes, also peered cautiously out. These Then he two men had been for days waiting and watching for each other's death. They were the captain and mate of the vessel, who, when the crew had taken to the boats, had refused to desert her.

For days and weeks-how many, they time—they had been alone on the pathless their situation; day by day hoping and ex-pecting that succour would come and they should be rescued. They had put themselves on short allowance of both food and water; but, notwithstanding, the food was at length nearly consumed, the water was quite exhausted, so that they had nothing left that was drinkable but a tew bottles of wine and brandy. To the torture of hunger was now added the agony of raging thirst—a thirst which neither wine nor brandy would quench, but rather intensify.

Anything more horrible than their situation cannot be imaginud, and the dreadful conviction was being forced upon them that

This was the state of affairs three days previous to the opening of this story. The captain was sitting with his eyes apparently closed, and the mate was watching him with eager, hungry eyes. Up to this point the mate had been the most hopeful of the two; but now he had abandoned himself to despair.

No succor could reach them he knew while the calm lasted; but this was not the thought that was haunting his mind. "One of them must die—the death of the one would be the preservation of the other." This was the mental refrain which, as it were, formed the chorus to every other thought. "The death of one would be the preservation of the other."

He sat there eying the captain with a diabolical leer. He was no longer a man, he was a demon. Suddenly he started up; by a revulsion of feeling, which is not un-common in such cases, he had passed from helpless despondency into furious delirium. With a hoarse cry he sprang at Capt. Dunnett, brandishing a long knife in his hand. A fierce struggle ensued; it was short and sharp, and the mate, after being disarmed, was pushed forward, and fell violently upon the deck. Capt. Dunnett was the younger and stronger of the two, and, had he been so inclined, could have despatched the mate with ease; but he contented himself with disarming him, through the knife into the sea, retreated to the cabin, and shut and locked the door.

The mate after this grew more furious, and after vainly attempting to enter the up his abode there; and now for three days he had been waiting and watching for the captain's death.

To be buried alive has been thought to be beyond question the most painful of all deaths; but it is doubtful if the long-drawn agonies which were being endured by these two men were not more painful of the two.

was stealing over him. He had no hope, might explode at any moment and blow the he made no effort, he had no longer any ship to atoms. wish to live. If death were coming, his

only prayer was that it might come quickly. Slowly, minute by minute, life was ebbigs out of him; and as surely, with a tortoise-like gradation, the night crept on.

The moon had risen, and now, in full
slowly minute by minute, life was ebbigs flame shot up from the hatchway.

In another few minutes the flames were pouring into the cuddy, and the whole structure was on fire. The flame extended,

The two lights still gleamed on to the surpassing grandeur.

deserted deck. and the two watchers still

Meanwhile, nature had not long been idle. Away, in the distant horizon, great masses of fleecy clouds began to pile themselves up one above another, gradually extending themselves across the northern heavens. The cloud-packing went on for more than half an hour, accompanied by hot puffs of wind, which now and again ruffled the waters. The sky every minute grew blacker, and the clouds more dense; vivid flashes of lightning shot across the sky, and there were mutterings of thunder in the distance.

The silent watcher in the cuddy saw nothing, and heard nothing of all this. His head had sunk heavily on his bosom, he slept. Suddenly there was a noise beneath the deck like the scratching of a rat; then, slowely and noiselessly, the traphatch under the table was lifted, and Out on the broad blue ocean, not far rom the equator, thousands of miles from ny land, lying motionless on a calm sea, were those of Jarvise, the mate. After pausing to see that all was clear, he placed his hands on the deck, and then, with a mast, the bowsprit, and flying jibbooms. From the mizzen topsail and crossjack yards, hung a few ragged strips of canvas, and out at the far ends of the flying jibboom depended part of the stay and some fragments of a sail, torn and rent, just as it had been left after the fierce gale which had rendered this gallant shape as helder

All unconscious of his peril, Capt. Dunnett slept on. He had no idea of danger from such a quarter, no idea that the mate had for two days past been laboring with maniacai patience and tenacity to clear an opening through the cargo, and had at length succeeded in making his way to the

Jarvise stood over his intended victim. moved a few spokes backwards and forwards; his eyes glittering with a diabolic light; or, when an albatross flapped up from the sea, hovered over the ship, and then flew when his arm was arrested. The cabin was suddenly illuminated with a blue, The day passed slowly, as many days electric light, and a peal of thunder, loud had passed; the sun began to sink lower as the crack of doom, broke over the ship.

The crash of the thunder awoke Capt. Dunnett from his slumbers, and he sprang to his feet. He took in the situation at a

mate. "It is your life or mine!" "You are mad, Jarvise!" exclaimed the

"Yes, I am; but strike, man-strike! "No!" cried the captain, throwing him

Then he turned and left the cabin, lock-

ing the door behind him. Out on the deck a grand and startling sight met his view. The whole of the northern part of the heavens was enveloped in the blackest darkness while the southern half was clear and bright. The had no idea, for they had lost all count of next instant the northern half was ablaze with the most vivid light. But it was not deep. At first, they had made the best of this that caused such excitement in the breast of Captain Dunnett. The central object in this scene was a large brig, not more than a mile and a half distant, bearing down to their succor, under a press of

> For a second or two he stood rooted to the spot. Then in a wild transport of joy, he threw up his arms, and cried:

tempts on his life vanished, and in an instant he had unlocked the cuddy door, and, seizing the mate by the arm, dragged him, half-stunned and dazed by his fall, out on to the main deck, and, as another flash of view, cried:

"There! there! See what a merciful Heaven has sent us!"

A second or two afterwards, a vivid flash of lightning moved over the mizzen-mast; it ran down the mast, which tottered, and, with a crash, fell over the side. With the first crash of thunder that followed, Jarvise rushed toward the side, and was in the act of springing into the sea, when Captain Dunnett seized him by the collar, and flung him violently back on the deck, where he lay, stunned and bleeding.

The lightning flashed almost incessantly. The wind came in hot puffs. The brig still held on her course. By this time she was within half a mile of them. But suddenly the hot puffs ceased, and she lay motionless on the water.

All this while Captain Dunnett and the mate, who had soon recoverd his consciousness, stood watching her in an agony of

The gloom was rapidly deepening; the clouds were hurrying on; the moon and the stars had all disappeared, and the sky was one vast pall of inky blackness. Broad sheets of lightning now and again shot up from the bosom of the ocean, illuminating the whole mass of sea and clouds with a blue spectral light, which made the portentous aspect of the heavens more visible, while the silence, when unbroken by the thunder, was solemn and oppressive.

But what was curling up from the open hatch in the cabin? It is smoke! At first cabin, withdrew to the forecastle and took it came in small wreaths; but now it was pouring out in a great volume.

The ship is on fire! The lightning, which had shivered the minen-mast, had descended into the hold

The two men, when they made this discovery, stood appalled with horror. They "How long—how long can this last?" knew they were standing, as it were, on a moaned Capt. Dunnett, as he sat and gazed volcano, for, in the magazine below, was out into the night. A painful sort of apathy stored a quantity of gunpowder, which

> The smoke belched forth in large volumes, and now and again a bright, flicker-

orbed splendor, was rising high in the heavens, casting a long wake of silvery light on the placid sea, which danced and flickered right away to the distant horizon.

Steam Laundry.

"Used Up,"

"Tired Out," "No Energy," and similar expressions, whenever heard, indicate a lack of vital force, which, if not remedied in time, may lead to complete physical and nervous prostration.

Ayer's Sarsaparilla is the best medicine to vitalize the blood, build up the tissues, and make the weak strong.

"For nearly three months I was confined to the house. One of the most celebrated physicians of Philadelphia failed to discover the cause of my trouble or afford relief. I continued in a bad way until about a month ago when I began to take Ayer's Sarsaparilla. It acted like a charm. I have gained flesh and strength and feel ever so much better. Shall continue using the Sarsaparilla until completely cured."

—John V. Craven, Salem, N. J.

"I find Ayer's Sarsaparilla to be an

"I find Ayer's Sarsaparilla to be an admirable remedy for the cure of blood diseases. I prescribe it, and it does the work every time."—E. L. Pater, M. D., Manhattan, Kansas.

Be sure and ask for

Ayer's Sarsaparilla. PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass. Price \$1; six bottles, \$5. Worth \$5 a bottle.

And now another danger was threatening them. Away in the distance there was a dull, sobbing moan, which each minute became more distinct—the tornado was fast

The last time they had looked at the brig she was lying becalmed; and they had imagined that at the rate the conflagration was extending, there was little chance of succeor arriving tn time to save them, for now the deck was getting hot under their feet, and the fire had extended to the forecastle deck-house; but at that moment they were startled by a sharp cry of "Ship ahoy! Ship ahoy!" and looking in the direction from whence the sound came, they saw a boat, manned with four oars, pulling rapidly towards them. In another minute the welcome sound of "In bow!" was heard, and the boat was alongside.

No time was to be lost; the storm was brewing in the north, and, if it burst upon them before they reached the ship. their doom was certain. Again, the powder in the hold might explode at any minute, so they hurriedly lowered themselves into the boat and pushed off.

While the second mate was rescuing the two men from the burning ship the captain and mate of the brig were making prepera-tions for the coming gale; and, before the boat had got alongside, the sails had been

furled and everything made snug. Capt. Dunnett and his mate had been kept up by the excitement of the situation, brig they fainted dead off, and were taken below in a state of unconsciousness. This had scarcely been accomplished, and the quarter-boat hoisted up and made fast, when the tornado burst upon them with terrific fierceness. For a few minutes they could neither see nor hear anything but the roaring of the tormented waters, and the howling and thundering of the wind. At first the brig reeled and bent before it: then she rose up, and like a furious steed, dashed on frantically in the wake of the burning wreck.

It was a scene of grandeur and horror, which it would be difficult to equal, and excited awe in every heart. The force of the wind was tremendous, and the two vessels drove on madly before it. The wreck was now one mass of flames, the red glare of which lit up the foaming sea and the sky above, showing the outlines of the "Saved! Saved! Thank Heaven! Thank | brig, and the faces of her crew, with terrible distinctness. The two vessels were All thoughts of Jarvise's diabolical at- running in parallel lines, and were not more than half a mile apart. Suddenly a towering mass of smoke and flame shot up into the sky. This was followed by a terrific report, and then all was black darkness. The powder in the magazine had lightning disclosed the brig again to their exploded, and that was the last that was ever seen of the poor doomed ship.

All that night the gale continued, and shortly after daylight it moderated, and by noon it had blown itself out, the clouds rose, and the weather cleared up.

Captain Dunnett and the mate were attended with all the kindness and attention which was necessary for men in their exhausted condition. Jarvis was delirious; and many more restless nights passed before he showed any signs of recovery. But he pulled through at last. The captain was also for a time entirely prostrate; but he, too, gradually regained his strength, and in a fortnight was on deck again.

Poor Jarvise was greatly embarrassed when he first met his old commander. He was naturally of a humane disposition; and now that the frantic passion which was begotten of despair had passed away, he was heartily ashamed of his conduct.

"I was not myself Capt. Dunnett," he said apologetically. "I was mad with hunger and despair. The devil seemed to have got into my heart; and when I reflect on the thoughts that passed through my mind, and the things I planned during that time, my mind is filled with horror, and I blush with shame when I think of them." I am sure you do, Mr. Jarvise," replied the captain soothingly; "but let us forget

"Forget it, Capt. Dunnett!" cried the mate plaintively; "I shall never forget it! The misery and torment of that dreadful

time will haunt me to my dving day." "A dreadful time, truly," replied the captain solemnly; "and I can only pray heaven that no other two men may ever be called on to pass through such a dreadful ordeal as we did."

"Amen!" cried the mate. - All the Year

Any child will take McLean's Vegetable Worm Syrup; it is not only exceedingly pleasant but is a sure remedy for all kinds of these pests. Look out for imitations. Get McLean's, the original and only genune.—Advt.

Very Piercing.

Minnie-It is no longer fashionable to

have the ears pierced. Mamie—So I suppose you won't be called upon any more to sing, wiil you, dear?-Terre Haute Express.

A perfect completion, free from pimple or blemish, is very rarely seen, because few people have perfectly pure blood. And yet, Ladies, Washington's Ice Cream Parlors
are elegant and his ice cream par excellence.

Tru It.

Surpassing grandeur.

Ladies' and Children's Dresses, Sateen,
Nuns veiling or Cotton cleansed at Ungar's

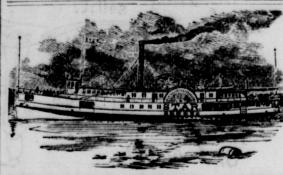
and surprise your friends with the result.—

KID GLOVES.

It doesn't affect the quality of our Gloves one bit, nor make them better or worse; but, ALL THE SAME, it is very pleasant for us to hear such a universal Chorus of Satisfaction from all classes of people, each harping upon the same string: "It is really wonderful the way that Glove of FAIRALL & SMITH'S does wear." This is the remark of one lady to another, as she extended her hand to display a pair worn over a year, and with every seam in perfect condition. Our price is still 64c., and we will send them FREE BY POST to any address.

FAIRALL & SMITH'S, Kid Glove Agency, ST. JOHN, N. B. ST. JOHN, N. B.

STEAMERS.



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 at Indiantown every TUESDAY, THURSDAY and SATURDAY, at 10 a.m., local time, calling at all intermediate landings. Returning is due at Indiantown at 1 p. m., on alternate days.

Persons wishing to enjoy a pleasant sail on this favorite steamer and return same day, can go as far as OAK POINT or nearer landings and return on down steamer for the small sum of 50 cts. J. E. PORTER, Manager.

Steamer CLIFTON. **EXCURSIONS.**

COMMENCING THURSDAY, June 13, the above steamer will leave INDIANTOWN for HAMPTON every THURSDAY morning, at 9 o'clock, stopping at Clifton and Waddell's. Returning same day will arrive at Indiantown at 7 p. m. ROUND TRIP 50 CENTS.

N. B .- No Excursion on rainy days. R. G. EARLE, Manager.

Steamer "BELLISLE" WILL LEAVE "HEAD OF BELLISLE," every MONDAY, WEDNESDAY and FRIDAY morning, at 7 o'clock, for Indiantown. Returning, will leave wharf at Indiantown every TUESDAY, THURSDAY and SATURDAY, at 12.30 p. m. G. MABEE,

UNION LINE!

UNTIL further notice steamer ACADIA will leave Indiantown for Fredericton, Gibson and intermediate points, on TUESDAY, THURSDAY and SATURDAY mornings, at nine o'clock, local time. Returning will leave Fredericton on MONDAY, WEDNESDAY and FRIDAY mornings at sight o'clock

DAILY TRIPS—Commencing WEDNESDAY, June 26, the splendid, fast and commodious steamer DAVID WESTON—the steamer par excellence of the river St. John, having undergone very extensive repairs, being newly timbered, trussed and planked, in effect having been rebuilt, and having had extensive repairs effected to machinery and boilers, and also being elegantly furnished and painted—will take also being elegantly furnished and painted—will take her place on the route, leaving Indiantown on Mondays, Wednesdays and Fridays at nine o'clock. Returning, to leave Fredericton on Tuesdays, Thursdays and Saturdays at eight o'clock. Steamer "Acadia" running on the alternate days as above. Our usual popular excursions to Hampstead and intermediate points, "Out of the Hurly Burly," on Wednesdays and Saturdays—up and back same day. Tickets to Fredericton, etc., issued on Saturday at ONE FARE, good to return FREE on Monday following.

For further particulars see our Time Tables with map of river. R. B. HUMPHREY, Manager, Office at wharf, Indiantown; Special Agency at H. Chubb & Co's., Prince Wm. street.

SUMMER SAILINGS.

(LIMITED.)

ON and after 1st June, the CITY OF MONTI-CELLO will sail from the Company's wharf,

Monday, Wednesday, Thursday, Friday and Saturday,

7.45 a.m., local, for DIGBY and ANNAPOLIS. EXCURSION TICKETS will be issued on Satur days at St. John, Digby and Annapolis, good to return either way on Monday, at one fare. Tourists and invalids paying full one way, and desiring to return same day, will be entitled to return tickets free, on application at the Purser's Returning same days and due here at 6.45 p. m.

H. D. TROOP, Manager.

NEW Dry Goods Store, EAST END Waterloo, near Union Street.

UNTIL further notice, all Summer Goods positively at *Half Price*, consisting of— DRESS MATERIALS, PRINTS, CURTAIN MUSLINS, SUNSHADES, HANDKERCHIEFS, GLOVES.

T. PATTON & CO.

23 Carleton Street.

IF ANY LADY OR GENTLEMAN who reads this wants a Real Good Photo, do not fail to come to SCHOLL'S, 23 CARLETON STRRET (near Stone Church), and get the finest work that is done in the Provinces. SATISFACTION GUARANTEED.

PORTRAITS from CABINET to LIFE SIZE, in Photography, Indian Ink, Crayon and Pastel. Samples of work can be seen at A. & F. De-Forest & Co's. window, King street.



HOTELS.

HOTEL DUFFERIN, ST. JOHN, N. B.

FRED A. JONES,

DELMONT HOUSE, ST. JOHN, N. B.

The most convenient Hotel in the city. Directly opposite N. B. & Intercolonial Railway station.

Baggage taken to and from the depot free of charge. Terms—\$1 to \$2.50 per day.

J. SIME, Proprietor

QUEEN HOTEL,

FREDERICTON, N. B.

J. A. EDWARDS, Proprietor. Fine sample room in connection. Also, a first-class Livery Stable. Coaches at trains and boats.

HAWARDEN HOTEL,

BEST \$1 HOUSE in the MARITIME PROVINCES. Corner Prince William and Duke streets,

ST. JOHN, N. B. WM. CONWAY, Proprietor.

Terms, \$1.00 per day; weekly board, \$4.00.

ROYAL HOTEL, ST. JOHN, N. B.

T. F. RAYMOND,

ELLIOTT'S HOTEL, 28 TO 32 GERMAIN STREET. ST. JOHN, N. B.

Modern Improvements. TERMS, \$1.00 per day. Tea, Bed and Breakfast, 75 cts.



Unequalled for Richness and Beauty of Coloring.

They are the ONLY DYES that WILL NOT WASH OUT! WILL NOT FADE OUT! There is nothing like them for Strength, Coloring or Fastness.

CNE Package EQUALS TWO of any other Dye in the market. If you doubt it, try it! Your money will be refunded if you are not convinced after a trial. Fifty-four colors are made in **Turkish Dyes**, embracing all new shades, and others are added as soon as they necome fashionable. They are warranted to dye more goods and do it better that any other Dyes.

Same Price as Inferior Dye, 10 cts. Canada Branch : 481 St. Paul Street, Montreal. Send postal for Sample Card and Book of Instructions. Sold in St. John by S. McDAIRMID, and E. J. MAHONEY, Indiantown.

BUSINESS MEN, CRUIKSHANK'S DINNERS

Are the Best AND CHEAPEST IN THE CITY.

The best the market affords always on hand P. A. CRUIKSHANK, 49 Germain Street, Opposite Market Building.

GENERALAGENCY FOR THE Province of New Brunswick

The Commercial Union Assurance Co. (Limited), OF LONDON, and Phœnix Insurance Co., of Brooklyn,

CHAS. J. TOMNEY. Barrister-at-Law, General Agent. Sub-Agent. BARNHILL'S BUILDING, ST. JOHN, N. B

OFFICE:

SCOTT'S

50 WATERLOO STREET. (Formerly Dr. A. Alward's office,) SAINT JOHN, N. B.

Electric Hair Curler.

L ADIES who wish to quickly Bang, Crimp or Curl the Hair, by a new method, should have For sale by A. CHIPMAN SMITH & CO.,

Charlotte Street. A. P. BARNHILL,

OFFICES: COR. PRINCESS AND PRINCE WM. STREETS, ST. JOHN, N. B

S. R. FOSTER & SON, MANUFACTURERS OF

STEEL and IRON-CUT 1

And SPIKES, TACKS, BRADS, SHOE NAILS, HUNGARIAN NAILS, Etc. ST. JOHN, N. B.

RAILWAYS.

NEW BRUNSWICK RAILWAY.

'ALL RAIL LINE " TO BOSTON, &c. "THE SHORT LINE" TO MONTREAL, &c.

Commencing July 8, 1889. PASSENGER TRAINS WILL LEAVE INTER-COLONIAL RAILWAY Station, St. John, at †6.40 a. m.—Fast Express for Bangor, Portland, Boston, etc.; Fredericton, St. Stephen, St. Andrews, Houlton, Woodstock and points north.

PULLMAN PARLOR CAR ST. JOHN TO BANGOR. t8.45 a. m.—For Bangor, Portland, Boston, and points west; Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock.

3.00 p. m.—Fast Express, for St. Andrews, St. Stephen, Houlton and Woodstock and "via Short Line," for Montreal, Ottawa, Toronto and the West. CANADIAN PACIFIC SLEEPING CAR TO MONTREAL. 14.45 p. m .- Express for Fredericton and inter-

t8.30 p. m.—Night Express for Bangor, Portland, Boston and points west; also for St. Stephen, Heulton, Woodstock, Presque Isle.

PULLMAN SLEEPING CAR ST. JOHN TO BUSTON.

RETURNING TO ST. JOHN FROM Montreal, \$18.30 p. m. Can. Pac. Sleeping Car attached. Bangor at †6.00 a. m.; †3.35 p. m. Parlor Car attached; †7.30 p. m. Sleeping Car attached.

Vanceboro at ¶1.15, 10.55 a. m.; †7.10 p. m.

Woodstock at †7.50, †10.30 a. m.; †8.20 p. m.

Houlton at †7.40, †10.30 a. m.; †8.30 p. m.

St. Stephen at †9.00, †11.40 a. m.; †3.15, †10.20 p. m.

St. Andrews at †7.55 a. m.; 3.25 p. m.

Fredericton at †6.00, †11.20 a. m.; †3.20 p. m.

Arriving in St. John at ¶5.45; †8.20 a. m.; †2.10, †7.10, †10.30 p. m.

LEAVE CARLETON FOR FAIRVILLE. †7.55 a. m.-Connecting with 8.45 a. m. train from

†.430 p. m.—Connecting with 4.45 p. m. train from EASTERN STANDARD TIME! Trains marked † run daily except Sunday. ‡Daily except Saturday. ‡Daily except Monday.

F. W. CRAM, Gen. Manager.

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

St. Stephen and St. John. EASTERN STANDARD TIME.

ON and after MONDAY, JUNE 17, Trains will run daily (Sunday excepted), as follows: LEAVE St. John at 7.00 a. m., and Carleton at 7.30 a. m., for St. George, St. Stephen and intermediate points, arriving in St. George at 9.50 a.m.;

St. Stephen, 11.55 a. m. LEAVE St. Stephen at 8.90 a. m., St. George, 10.00 a. m.; arriving in Carleton at 12.40 p.m., St. John at 1.00 p. m.

FREIGHT up to 500 or 600 lbs.—not large in bulk—will be received by JAS. MOULSON, 40 WATER STREET, up to 5 p. m.; all larger weights and bulky freight must be delivered at the warehouse, Carle. BAGGAGE will be received and delivered at MOULSON'S, Water street, where a truckman will

W. A. LAMB, Manager. St. Stephen, N. B., June 17, 1889.

Intercolonial Railway. 1889---Summer Arrangement---1889

ON and after MONDAY, 10th June, 1889, the trains of this Railway will run daily (Sunday

TRAINS WILL LEAVE ST. JOHN.

Express for Sussex. 16.35 Fast Express for Quebee and Montreal. 16.35 A Parlor Car runs each way daily on Express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 16.35 and take Sleeping Car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN. The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

D. POTTINGER, RAILWAY OFFICE, Moncton, N. B., June 8, 1888. BUCTOUCHE AND MONCTON RAILWAY.

All trains are ruz by Eastern Standard time.

ON and after MONDAY, 10th June, trains will run as follows:-Lewisville16 49

Lv. BUCTOUCHE. 7 30 Lv. MONCTON....16 45 Little River.... 7 48 St. Anthony.... 8 04 Humphreys 16 53 Irishtown 17 15 Cape Breton 17 25 McDougall's ... 8 38 otch Sett.....17 McDougall's ... 17 45 Notre Dame ... 18 00 Scotch Sett..... 8 50 Cape Breton.... 8 58

Trains will connect at Moneton with I. C. R. trains Nos. 9 and 2 to St. John and Hahfax. Returning will leave Moneton after arrival of Nos. 4 and 1 from St. John and Halifax. C. F. HANINGTON, Moncton, June 9, 1889.

Shoo Fly! Don't Bother Me. Attorney, Solicitor, Notary, etc. I get FLY SCREENS from BEVERLY, 50 cents Each.

> SUITS ANY WINDOW. BEVERLY, the Wringer Man,

who sells on Instalment plan. A. & J. HAY,

Diamonds, Fine Jewelry, American Watches, French Clocks, Optical Goods, Etc. JEWELRY MADE TO ORDER and REPAIRED.

76 KING STREET.