# SHIP NEWS.

## PORT OF ST. JOHN.

### Arrived.

Jan 7—Str Alcides, 2,181, Davies, from Glasgow, Schofield and Co, gen cargo.

Sch Lizzie D Small (Am), 150, Reicker, from Boston, A W Adams, bal.

Coastwise—Schs Satellite, 26, Hicks, from Westport; Aurelia, 21, Scovil, from Grand Manan.

Jan 8—Sch Ira D Sturgiss, 223, Kerrigan, from Dover, Jas Donoghue, bal.

Jan. 10.—Str Flushing, Ingersoll, from Grand Manan, Merritt Bros. and Co., mails, pass and mdse.

Sch A P Emerson (Am), 231, Odell, from Boston, R C Elkin, bal.

Sch Rowena, 96, Morris, from Boston, J W Kesst, bal.

Sch Rewa, 122, McLean, from New York, D J Purdy, coal.

Sch James Barber, 80, Springer, from Boston, Elkin and Hatfield, bal.

Sch E H Foster, 124, Wilcox, from Boston, R W Williams, bal.

Sch Onward, 92, Colwell, from Beverley, A W Adams, bal.

Coastwise—Sch Rita and Rhoda, 8, Ingalls, from North Head; Margaret, 49, Dickson, from Beaver Harbor; Alph B Parker, 38, Outhouse, from Tiverton.

### Cleared.

Jan 7—Sch Georgia, Longmire, for New York.

Sch Mary F Corson, Baisley, for New York.

Coastwise—Sch Trader, Merriam, for Parrsboro.

Jan. 10.—Sch Cathie C Berry, Hall, for City Island [illegible]

Coastwise—Sch Willie D, Ogilvie, for Parrsboro.

## CANADIAN PORTS.

### Arrived.

HALIFAX, N S, Jan 8—Ard, strs Portia Farrell, from St Johns, NF, and sailed for New York; St John City, Harrison, from London; 9th, str Halifax, Pye, from Boston; bark Clara E McGilvery, Lynch, from do.

Sld, str St John City, for St John.

At Kingsport, Jan. 7, sch Hattie McKay, Durant, from Five Islands.

HALIFAX, N S, Jan. 10—Ard, str Bona, Muir, from New York for Queenstown, just in to land second officer, who was knocked down by sea Friday last and had his thigh broken and was hurt internally. He was sent to the hospital; schs Moss Rose, Lohnes, from Newark, N J; Annie G Culner (Am), Peterson, from Souris, PEI, bound to Gloucester, Mass (and sailed); Athlon, Conrod, from Boston; Ida, Fraser, from Demerara; Minnie Hickman, Hickman, from Boston.

Sailed, str Portia, Farrell, for New York (not previously); Ulunda, Fleming, for Liverpool, via St Johns, N F.

### Cleared.

At Kingsport, Jan 7, sch Schaffner Bros, LeCain, for Havana.

## BRITISH PORTS.

### Arrived.

At Savana-la-Mar, Dec 21, sch Walter Sumner, McLean, from Manzanilla.

At Little Bay, Ja, Dec 23, bark Peerless, Saunders, from Teneriffe.

QUEENSTOWN, Jan 7—Ard, str Etruria, from New York for Liverpool, and proceeded without communicating with the shore, owing to bad weather.

At Liverpool, Jan 8, str Barcelona, from Halifax via St John.

At Demerara, Dec 13, schs Elma, Baker, from Barbados, and sld 17th for Fiorentina; Ida, Fraser, from Halifax, and sld 18th on return; 2nd, str Taymouth Castle, Forbes, from Trinidad; sch Trader, Swim, from Shelburne.

MOVILLE, Jan 9—Ard, str Lake Huron, from St John via Halifax for Liverpool, and proceeded.

Sld, str Lake Ontario, from Liverpol for St John via Halifax.

At London, Jan 3, bark Corrywrechan, Bent, from Sydney, NSW.

At Hull, Jan 7, bark Alfarian, Stoerk, from St. Margaret's Bay.

SWANSEA, Jan. 8—Ard, bark Sidonian, from Charlottetown.

AVONMOUTH, Jan. 10.—Ard, str Queensmore, from Portland.

MANCHESTER, Jan. 10—Ard, str Barcelona, from Halifax, NS, via St Johns.

LIVERPOOL, Jan. 10—Ard, str Lake Huron, from St John, N B, via Halifax.

Sailed, 9th, str Algerina, for St. Johns, N F.

LONDON, Jan. 10—Ard, str Bostonian, from Boston.

### Sailed.

ANDROSSAN, Jan 9—Sld, str Glen Head, from Belfast for St John.

From Queenstown, Jan 7, bark Samaritan, Dexter, from San Francisco for Tyne dock.

From Bermuda, Jan 7, ship Vanloo, Baker, from St John.

From Mauritius, Nov 25, Altona, Collins, from Furrachee.

From Port Elizabeth, Dec 13, ship J V Troop, Beveridge, for Newcastle, NSW.

From Exmouth, Jan. 7, bark Iodine, Moors, for Delaware Breakwater.

GLASGOW, Jan. 8—Sailed, strs Concordia, for St John, N B; Norwegian, for Boston.

AVONMOUTH, Jan. 8—Sailed, str Etolia, for Boston.

## FOREIGN PORTS.

### Arrived.

At Buenos Ayres, Dec 30, barkt n Hillside, Morrill, from Yarmouth.

At Manila, Dec 14, bark E A O'Brien, Pratt, from Newcastle, NB.

At Boston, Jan 5, sch Wm Jones, McLean, from Nortolk.

At Banjoswangie, Nov 21, ship Walter H Wilson, Doty, from Samarang.

DUTCH ISLAND HARBOR, R I, Jan 7—Ard, schs Annie Bliss, from Hillsboro, NB, for New York; Kojon, from Sands River, NS, for New York; Orozimbo, from Calais for New York; Sarah E Maton, from Calais for Sag Harbor.

BOOTHBAY, Me, Jan 7—Ard, sch Sackville, from River Hebert, NS.

BOSTON, Jan 7—Ard, strs Canada, from Liverpool; Mab, from Dunkirk; St Croix, from St John, NB.

Anchored in the roads, sch Nellie J Crocker, from Philadelphia for Portland.

Cld, schs Athlon, for Halifax, NS; E H Foster, for St John, NB.

At Montevideo, Jan 1, ship Anglo-America, Hammond, from Greenock via Carrickfergus.

At New York, Jan 6, sch E V Glover, from Norfolk (was blown off coast during heavy westerly gale and came via Long Island Sound.)

At Santos, Jan 3, bark Hebe, Coon, from Paspebiac.

VINEYARD HAVEN, Mass, Jan 8—Ard, schs Bertie Doone, from Weehawken for St John; Gladiator, from Piscentaqua Bay, N F, via Gloucester for Philadelphia (and sld.)

BOSTON, Jan 8—Ard, str Prince Edward, from Yarmouth, NS; sch Annie, from Salmon River, NS.

Sld, str Halifax, for Halifax; schs Athlon, for Halifax; E H Foster, for St John.

BOSTON, Jan 9—Ard, str Boston, from Yarmouth, NS.

Sld, str Prince Edward, for Yarmouth, NS; schs Emma E Potter, for Clementsport, NS; Advance, for Quaco, NB; Bessie A, for Lunenburg and Lockport, NS.

VINEYARD HAVEN, Jan 7—Ard, schs Stephen Bennett, from Port Johnson for Portsmouth, Etta A Stimpson, from South Amboy for do.

At Portsmouth, N H, Jan 7, sch Hattie E King, from Perth Amboy.

At Newport News, Jan 7, ship Euphemia, Kipley, from Marseilles via Tybee.

At Pensacola, Jan 9, bark Buteshire, Wyman, from Buenos Ayres, to load for Buenos Ayres.

At Savannah, Jan 10, bark Lancefield, Grant, from Rio Janeiro.

At Buenos Ayres, Dec 20, bark Hillside, Morrill, from Yarmouth, N S.

At Buenos Ayres, Dec 11, sch Mola, Parker, from Yarmouth; 13th, sch Americana, Smith, from St John.

At Portsmouth, Jan 7, sch Annie A Booth, Wasson, from Perth Amboy.

At San Francisco, Dec 3, bark Primrose Hill, Wilson, from London.

At Shanghai (no date), bark Falkirk, Helms, from New York.

At Jacksonville, Jan 7, sch John S Parker, Gesner, from Las Palmas.

At New York, Jan 10, bark Still Water, Thurber, from Bahia.

PORTLAND, Me., Jan. 10—Ard, sch Sackville Packet, Lunn, from River Hebert for New York; Dacotah, from Apple River, NS, for New York; Pefetta, from St John, N B, for do; Marion, from do; Rebecca W Hudsell, from do; Lyra, from do for Boston; M L Newton, from Calais for do; May F Pike, from do; Annie Laura, from St John, N B, for Boston; Annie Harper, from do.

BOSTON, Jan. 10.—Ard, sch Lizzie Dyas, from Meteghan, N S.

VINEYARD HAVEN, Mass., Jan. 10—Ard, sch Clayola, from Weehawken for St John.

### Cleared.

At Norfolk, Jan 5, ship Canada, Munro, for Rio Janeiro.

NEW YORK, Jan 7—Cld, ship Austrasia, for Shanghai; sch Clayola, for St John, NB.

MALAGA, Jan 7—Ard, bark Barbadian, Palmer, from St John.

At Pascagoula, Jan 8, sch Sierra, McNally, for Segua.

At Jacksonville, Jan. 7, sch Evolution, Fitzpatrick, for Demerara.

At New York, Jan 7, bktn Edward E Hutchings, Werner, for Cayenne.

At Rio Janeiro, Dec 7, bark Antigua, Holmes, for Barbados; 9th, brig C R C, Romeril, for Jersey.

NEW YORK, Jan. 10—Cleared, sch Eric, for St John.

### Sailed.

From Darien, Jan 5, bark Ossuna, Andrews, for Liverpool.

From Brunswick, Jan 4, sch Erie, Brown, for Barbados.

From New York, Jan 5, schs Etta A Stimpson, for Portsmouth; Stephen Bennett, for do; Newburgh, for St Croix.

NEW LONDON, Conn., Jan 7—Sld, sch John Stroup, from Moncton, NB, for New York.

BOOTHBAY HARBOR, Me, Jan 9—Sld, schs Roger Drury, for New York; Rebecca W Huddell, for do; Pefetta, for do; Sackville Packet, for do; Marion, for New Haven; Harvard H Havey, for Fall River; Stella Maud, for Salem; Lyra, for do; Annie Harper, for do; Lakoto, for Boston; Forest Bell, for do; Annie Shephard, for do; Mazourka, for do; Clara and Mabel, for Portland; Cambridge, for Calais.

SALEM, Jan 8—Sld, str Parisian, for Liverpool.

From Norfolk, Jan 7, ship Canada, Munro, for Rio Janeiro.

From New York, Jan 8, sch Clayola, McDade, for St John.

DUTCH ISLAND HARBOR, R I, Jan 10—Sailed, 9th, schs Sarah G Smith, Annie Bliss, from Hillsboro, N B, for New York; Kolon, from Sands River, N S, for New York; Lucy, from Calais for New York.

PROVINCETOWN, Mass., Jan. 10—Sailed, brig Louil, from Turks Island for Boston.

## MEMORANDA.

In port at Bermuda, Jan 2, ship Vanloo, Baker, from Cardiff for St John, NB, having new foreyard mads; sch Turban, Bulford, disg.

In port at Whitehouse, Ja, Dec 25, brig James Brown, Chase, for Philadelphia.

In port at Gonaives, Dec 22, sch Therese, Matheson, from New York, disg.

CITY ISLAND, NY, Jan 7—Bound south, schs Winnie Lawry, from St John, NB, via New Bedford; Walter Miller, from St John, NB.

REEDY ISLAND, Jan 9—Psd down, str Rosmarian, from Philadelphia for St. Johns, NF, and Glasgow.

HIGHLAND LIGHT, Mass, Jan 9—Psd out, sch Calabria, from Windsor, NS, for New York.

CURACOA, Dec 30—In port, brig Curacoa, from New York; ard 27th, to sail 31st for Macoris, to load for New York.

Passed down at Reedy Island, Jan. 8, brig Atalanta, for Porto Rico; sch Alert, in tow of tug Thos G Smith.

In port at Manila, Nov 23, bark Plymouth, Salter, for New York.

In port at Port Spain, Dec 22, schs Clotilde, LeBlanc, from Barbados, arrived 14th for Boston; Gold Seeker, Page, from Demerara, arrived 19th for Vineyard Haven for orders.

CITY ISLAND, Jan. 10—Bound south: Schs John Stroup, from Moncton, NB; Romeo, from St John, N B, via Providence.

BOOTHBAY, Jan. 10—Ard, schs Fred Emerson, from Rockport; Revern, from St John.

## SPOKEN.

Bark Mistletoe, from St. John, N B, for Buenos Ayres, Dec 18, lat. 6 S., lon. 35 W.

## NOTICE TO MARINERS.

PORTLAND, Me., Jan. 7.—Portsmouth Harbor, N. H.—Notice is hereby given that Cod Ledge buoy, spar, black, No. 5, which was reported on Dec. 16th as broken off, was replaced Jan. 6th.

Off Isle of Shoals, N. H.—Notice is also given that White Island Ledge bell buoy, red and black horizontal stripes, reported adrift Dec. 23rd, was replaced Jan. 6th.

## BIRTHS.

HUGHES—At St. Mary's Road, Lot 61, P. E. I., Dec. 30th, the wife of Patrick Hughes, of triplets, all boys. All doing well.

LAHACY—At Irishtown, N. B., Jan. 6, to the wife of Wm. Lahacy, a son.

ROLPH—At Hopewell, N. B., Jan. 1, to Mr. and Mrs. John Rolph, a daughter.

## MARRIAGES.

FRASER-CLARKE—At the residence of His Grace Archbishop Williams of Boston, Mass., on Jan 2nd, by the Rev. Fr. Dolan, John, third son of John Fraser of Antigonish, N. S., and Mary Ann, eldest daughter of Mrs. Mary Clarke and the late Patrick Clarke of Edinburgh, Scot.

HANSEN-CLARK — Married at Harcourt, Kent Co., Dec. 30th, by Rev. J. K. McClure, C. E. H. Hansen to Miss Mary E. Clark, both of Bass River.

KEARNEY-LUNN—At the home of the bride, Summerfield, on Dec. 22, by Rev. S. J. Perry, Eber J. Kearney of Beechwood, to Miss Alma J. Lunn, both of Carleton Co.

MACLURE-MACKAY—At Summerside, P. E. I., Dec. 29th, by Rev. H. E. Cooke, Adrian Maclure of Ruskie to Miss Ida Mackay, daughter of Capt. Geo. Mackay.

SYDNEY-PECK—At the Baptist parsonage, Digby, N. S., on Jan. 4th, by Rev. Byron H. Thomas, Robert S. Sydney of Marshalltown, and Miss Matilda A. Peck of Bear River.

## DEATHS.

BECK—At Bigelt's Landing, Albert Co., Dec. 31, Frank Beck, aged 21 years.

CAMERON—At Charlottetown, P. E. I., on Jan. 1st, John A. Cameron, in the 48th year of his age, leaving a wife, one son and one daughter to mourn.

CAMPBELL—At Woodstock, N. B., Jan. 2, Mrs. Rose Ann, beloved wife of Colin Campbell, aged 45 years, leaving a husband and two sons to mourn. Deceased was a daughter of Charles Kelly, St. Thomas.

DE SOYRES—At Chateau Moutaubau, Gironde, France, on Dec. 16th, Francis de Soyres, aged 41.

EVANS—At Spring Brook, Kent Co., on Dec. 20th, of consumption, James Evans, aged 24 years.

FRANCIS—At Hantsport, N. S., Jan. 3rd, Mrs. Mary Lois Francis, aged 70 years.

FRASER—On Jan. 7th, aged 68 years, Annie McArthur, wife of the late Jas. McGregor Fraser.

GAY—At Mount Hope, P. E. I., on Christmas Eve, Daniel A. Gay, aged 18 years, son of Abner Gay.

GRANT—At St Nicholas River, Kent Co., N. B., Jan. 1st, James Grant, aged 86 years, leaving a widow and seven children to mourn their loss.

IRVING—At Hillsboro, Albert Co., N. B., Dec. 29th, Mrs. William Irving, aged 73 years.

McINNIS—At Pictou Landing, N. S., Jan. 3, 1898, of pneumonia, Lauchlin McInnis, aged 72 years, leaving a widow, two daughters and a son to mourn their loss.

MORRIS—On Jan. 5th, at the Esplanade, Charlottetown, P. E. I., Thomas Morris, Esq., in his 83rd year.

PIERCE—At Quispamsis, N. B., on Sunday, Jan. 9th, Elizabeth, wife of George Pierce, aged 38 years.

ROBERTSON—At Cavendish, P. E. I., on Dec. 23th last, Isabella, relict of the late John Robertson, aged 75 years.

SWEENEY—At the residence of his daughter, Mrs. J. J. Foran, 15 New Heath street, Roxbury, Mass., Jan. 8th, Daniel J. Sweeney, aged 69 years.

TRUEMAN—In this city, on Jan. 8th, Harriet Prince, relict of the late Thomas F. Trueman, in the 82nd year of her age.

Capt. Benjamin Davis of Yarmouth has purchased the three-masted schooner Grace Rice of Weymouth, N. S.

# THE CANADA EASTERN.

## A St. Martins Man's Views of the Situation,

### While a Resident of Chatham Makes Some Interesting Observations Thereon.

To the Editor of The Sun:

Sir—This morning's Sun prints at some length the views of a gentleman who claims to be a "well-wisher of Fredericton," regarding the proposed purchase of the Canada Eastern Railway by the government. If he had been an ill-wisher he could hardly have succeeded better in diverting attention from the real question which is now agitating the people of Fredericton. The gentleman devotes his energies to showing that Fredericton would not be served so well if the Canada Eastern were a part of the I. C. R. as it is served at present, the road being the private property of Mr. Gibson. Some of his reasons are good and some are not; but they have all of them only a theoretic interest; they are altogether aside from the real question. There has been no complaint in Fredericton against Mr. Gibson's management, and if Mr. Gibson wished to retain the road, there would never have been any agitation in favor of its purchase by the government. But, unfortunately, Mr. Gibson is not going to retain the road. He wants to sell, and intends to sell. Everybody conversant with the matter knows that within twelve months the Canada Eastern will either be a part of the Intercolonial system or it will be under the control of the C. P. R. If Mr. Blair does not succeed in acquiring it, its bonds will be floated in London under the tender auspices of certain C.P.R. magnates, and these gentlemen will secure enough stock to give them a controlling influence in its future management. The case, therefore, presents itself to the citizens of Fredericton not as I.C.R. versus Mr. Gibson, but as I. C. R. versus C. P. R. The choice is easy. Even if all of "Well-wisher's" arguments were sound, Frederictonians would still immensely prefer I. C. R. to C. P. R. If the Canada Eastern falls into the hands of the C. P. R., then all three of the lines running from Fredericton will belong to this great corporation, and the city will be entirely at its mercy. The business men of Fredericton know what that means, and are seeking to avoid such a calamity. J. M. L.

St. Martins, 4th January.

To the Editor of the Sun:

Sir—Talking with a Chatham gentleman, the writer asked if he had observed the recent interview in the Sun upon the subject of the Canada Eastern railway. The North Shore man replied he had, but that it hardly did justice to the Chatham view of the situation. "Well," said the writer, "did not one of your local newspapers assert that the people of the north were entirely in favor of the government acquiring the road?"

"That may have been so reported by the paper that is toadying after the minister of railways, but it is not true in fact, and was circulated to give Mr. Blair a little weak support in his efforts to force the road upon the government. Perhaps you do not understand some of the inner workings of some of our railway schemes up in our section. Do you know that Senator Snowball has a suit pending in the exchequer court for "extras" upon a part of the road that connects the main line of the I. C. R. with the Canada Eastern, this is the famous Derby branch? Well, knowing the old intimacy between the senator and the minister of railways, it is not to be wondered at that he should expect the minister's support and advocacy of his claims for extras. But if the minister should entertain such a proposition it is only reasonable, some would say necessary, that there should be a quid pro quo, and in such an event what would be more likely that the minister should summon the senator to aid him in the matter? And it aid was required, in what better manner could it be procured than by eliciting an expression of public opinion, such expression to be, as a matter of course, in line with the minister's anticipated railway deal. It needed only a word, indeed only a hint, and our senator and his shadow, or perhaps I might say his substance, were most active in preparing for the approaching visit of His Serene Highness of the Railways. They first attempted to get the board of trade of Chatham to rescind a resolution they had passed favoring the acquirement of the road by the Canadian Pacific; failing in that, they then induced the town council to present the unfailing "non-political" address.

This was the programme and the "non-political" address was prepared by the busy-body of the mouth-organ political stripe, revised and amended by a leading conservative politician, and at last it was presented in such a shape as would be difficult for its author to recognize it. It reply, Mr. Blair struck the key-note of the situation as far as Chatham and the North Shore is concerned, when he gave prominence to the desirability for competitive lines of railway; that is the idea which prompted the resolution of our board of trade; that is the feeling which animates the people of my county, and you can give it as the general opinion of the people of Northumberland that it will be more in the general interest that the government should not spend any more money in acquiring branch lines."

But why should the statement be made as it was, through one of your newspapers, by which one could only infer that the sentiment in Northumberland was entirely in favor of the purchase of the road by the government?

"Art thou a stranger in Galilee, my friend? Don't you know that the paper that published that paragraph always says Aye! Aye! to anything that Snowball says or does; that Snowball has been found latterly always on the side of the government; that Blair is a member of the government and a personal friend of Snowball's; and that Blair wanted that expression of opinion that the people of Northumberland were satisfied, and he go the required paragraph, but the statement was not true."

"In other words," said the writer, "Blair wanted to make a deal to strengthen Blair in New Brunswick, and in order to get in his fine work with his colleagues in the government he required an expression of opinion, truthful or otherwise; to secure this he had recourse to his old allies in your county, and they with a view to favors past, present and prospective, attempted to carry the county for Blair, and called in the aid of a hireling press to falsify your record as an independent constituency."

"You've hit it, old man, but I must be off or I won't catch the train," and so the writer bade adieu to an old and shrewd elector from the long-ago Black North, but, all the same, they raise white people up there, even if some of them do sell out for a consideration. DONALD.

Chatham, Jan. 6.

It is not St. John's selfishness that the Globe represents, but simply its own policy of thwarting Mr. Blair in any matter he undertakes.—Chatham Advance.

### REFLECTIONS ON THE TORONTO GLOBE.

It is rumored that the opposition of the Globe to the purchase of the Canada Eastern is an interested one; that it is inspired from Canadian Pacific quarters; that that paper's great circulation and influence are turned against our people's interest in the matter by considerations which render it a dangerous ally of Ontario or other members of the Ottawa cabinet. We would like to believe that the rumor is unfounded, but its course in favoring the investment of Canada's millions in building railways for the C. P. R. where other railways already exist and opposing the government's proposed purchase of our little Canada Eastern when the same big corporation desires to get it under its control, is not to be explained on grounds which can be readily understood by the ordinary mind.—Chatham Advance.

### VIEWED WITH SUSPICION.

It is unfortunate for Central New Brunswick that Mr. Blair is the only representative in the federal government for this province. The proposition to purchase was well entitled to the serious consideration of the cabinet. The investment would undoubtedly have been a good one for the whole country, and the running of the road as part of the I. C. R. would have relieved the enterprises of this city, and the North Shore as well, from any fear of future monopoly exactions. The failure of the scheme is due, not to a failure of the road to show good earning power, for the federal railway returns set the Canada Eastern up with the best dividend paying roads in Canada, but to the fact that the members of government and the members of parliament also have been led to view Mr. Blair's moves, whatever they may be, with suspicion, and to feel that the country would be better off by having nothing to do with them.—Fredericton Gleaner.

# THE BEST OF RESULTS

## Always Follow the Use of Dr. Williams' Pink Pills.

### Two Cases in Which They Restored Health and Strength After All Other Means Had Failed—What They Have Done for Others They Will Do for You.

(From the Colborne Express.)

There are few if any people in Murray township, Northumberland county, to whom the name of Chase is not familiar. Mr. Jacob Chase, who has followed the occupation of farmer and fisherman and fishdealer, is especially well known. He has been a great sufferer from rheumatism, as all his neighbors know, but has fortunately succeeded in getting rid of the disease. To a reporter he gave the following particulars. I had been a sufferer from rheumatism for upwards of twenty years, at times being confined to the house. At one time I was laid up for sixteen weeks, and during a portion of that time was confined to my bed, and perfectly helpless. I had the benefit of excellent medical treatment, but it was of no avail. I believe, too, that I have tried every medicine advertised for the cure of rheumatism, and I am sure I expended at least $200.00 and got nothing more at any time than the merest temporary relief. At last I was induced to give Dr. Williams' Pink Pills a trial, and from that time I date my good fortune in getting rid of the disease. I continued using them for several months and daily found that the trouble that had made my life miserable for so many years was disappearing, and at last all traces of pain had left me and I was cured. I say cured, for I have not since had a recurrence of the trouble.

As proving the diversity of troubles for which Dr. Williams' Pink Pills are a cure it may also be mentioned that they restored Mrs. Frank Chase, a daughter-in-law of the gentleman above referred to, to health and strength after all other means had apparently failed. Mrs. Chase says: "I can scarcely tell what my trouble was, for even doctors could not agree as to the nature of it. One said it was consumption of the stomach, while another was equally emphatic in declaring that it was liver trouble. One thing I do know, and that is for years I was a sick woman. I know that I was afflicted with neuralgia, my blood was poor, and I was subject to depressing headaches. My appetite was not good at any time, and the least exertion left me weak and despondent. A lady friend who had been benefitted by the use of Dr. Williams' Pink Pills advised me to try them, and as they had also cured my father-in-law, I determined to do so, and I have much cause for rejoicing that I did, for you can easily see that they have made a well woman of me. I took the pills steadily for a couple of months, and at the end of that time was enjoying the blessing of good health. It gives me much pleasure to be able to bear public testimony to the value of this wonderful medicine."

Dr. Williams' Pink Pills cure by going to the root of the disease. They renew and build up the blood, and strengthen the nerves, thus driving disease from the system. Avoid imitations by insisting that every box you purchase is enclosed in a wrapping bearing the full trade mark, Dr. Williams' Pink Pills for Pale People.

## WINTER PORT ITEMS.

(From Daily Sun, 4th inst.)

The Beaver liner Lake Winnipeg, which left Liverpool for this port Saturday last, has some 900 tons of cargo on board, and in addition thereto something like eighty-five passengers.

The Head liner now discharging St. John cargo at Belfast, will return to this port to load for Dublin. It is expected she will leave St. John on the 25th inst.

S. S. Platea, of the Battle line of steamers, now discharging cotton at Liverpool from Galveston, will come to St. John to load in connection with the Allan-Thomson contract, for London. She is expected to leave Liverpool in the course of a few days and will bring out some general cargo. Her sailing date from St. John will be about January 26th.

(From Daily Sun, 5th inst.)

The Beaver liner Gallia, Capt. Stewart, from Liverpool, arrived here about 10 o'clock last evening via Halifax. The work of discharging the vessel will be begun this morning.

The Allan-Thomson steamer Cheronea sailed yesterday morning for London with a full cargo.

The mail steamer Lake Superior, Capt. Carey, sailed at 10 o'clock yesterday morning for Liverpool via Halifax. Her cargo consisted of 8,374 bushels of peas, 11,350 of wheat, 8,603 barley, 42,000 of corn and 9,189 of oats, 2 carloads of maple blocks, 9 of pulp, 5 of flour, 1 of oatmeal, 6 of meats, 2 of clover seed, 1 of handles, 4 of cheese, 7 of apples, 2 of furniture, 7 of hay, 1 of eggs, 1 of butter and 2 of sundries. She also took a lot of deals. Her live stock was made up of 306 head of cattle and 50 sheep.

(From Friday's Daily Sun.)

The mail steamer Gallia will get rid of her inward cargo today. She brought a big lot of stuff over. Some of it was for Honolulu.

The cargo of the Allan-Thomson steamer Cheronea, which sailed Wednesday for London, consisted of 304 bbls apples, 88,052 bushels oats, 1,500 sacks flour, 250 cases canned goods, 2,701 bundles pulp, 300 bags oatmeal, 19,535 bushels buckwheat, 126 bales hops, 585 boxes cheese, 20,196 bushels red wheat, 8,130 bushels peas, 15,813 bushels white wheat, 150 drums malt extract, 250 cases canned goods, 182 bags peas, 217 bushels clover seed, 714 bags oats, 320 bags oatmeal, 477 boxes cheese, 234,095 feet deals and a lot of sundries.

The Donaldson steamer Alcides, Capt. Davis, arrived on Friday morning from Glasgow. She had favorable weather out to Cape Race, but after that snow storms were encountered. She brought out a large quantity of goods for St. John and the west.

The Allan-Thomson steamer Mantinea, Capt. Mulcahey, from this port, arrived at London Friday night.

S.S. Glen Head of the Head line sailed Saturday from the other side for this port to load for Dublin.

The mail steamer Gallia took in a lot of grain Saturday. There is ample cargo here for her. She is likely to take a large quantity of fresh meat in her cold storage space.

The Lake Ontario of the Beaver line, from Liverpool for this port, sailed from Moville Sunday.

The Donaldson liner Concordia sailed from Glasgow for this port Saturday.

The mail steamer Gallia is filling up rapidly. She will have six carloads of fresh meat from the west. Mr. McGrath of this city will send over in her 100 carcasses of mutton. Her live stock will consist of 100 head of cattle.

Royal mail steamship Lake Huron, which reached Moville on Saturday from Halifax, made the passage across in eight days and six hours. Her new commander, Capt. Evans, is starting out well in his career in making quick time.

Capt. Taylor of the Allan line has arrived from Montreal and was at Sand point yesterday making arrangements for the Livonian.

The Furness line boat St. John City did not leave Halifax until 8 o'clock yesterday morning, and will be due here at an early hour this morning.


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# CHAPLEAU-TARTE.

## Full Details of the Governor's Famous Letter.

MONTREAL, Jan. 9.—Murder will out. Your correspondent has at last secured the full details of the famous Chapleau-Tarte letter, the text of which cannot long be delayed.

That the head of the executive of this province had been for months plotting with Hon. Mr. Tarte to first secure control of the Quebec legislature and later on form a coalition, both at Quebec and Ottawa, does not now admit of any doubt.

On the night of the 17th of November, 1896, Sir Joseph A. Chapleau, lieutenant governor of the province of Quebec and formerly a conservative leader, sat down before midnight at Spencerwood and penned an extraordinary political epistle to the arch enemy of the conservative party, Hon. J. Israel Tarte.

The letter was marked "private and confidential," and it was not addressed in the second person singular, "You" being used instead of "Thee" and "Thou," as is generally the case when intimate friends write and speak in French, and for this reason the letter has been termed a political document.

Sir Adolphe begins by declaring that he owes Mr. Tarte an apology for not having replied sooner to the minister's last letter. Then his honor comes direct to business and states that Mr. Tarte, being the conservative element in the cabinet, is in constant conflict with the grits of Ontario and the radicalism of Quebec.

"Shoot the banditti," adds Sir Adolphe, "they deserve nothing else, being only on ticket of leave. If they give you trouble, these castor-rouges, I can assure you that I have had no less difficulty with my castor-blues."

The lieutenant governor then proceeds to reproach Mr. Tarte very tenderly for declaring at St. Scholastique that the liberal war cry would now be "on to Quebec." This sentence will be understood, when it is presumed that Chapleau and Tarte were working for a tie as the result of the coming provincial elections, and his honor writes: "The time is at hand at Quebec when we are to put our projects into execution," and referring to the St. Scholastique incident his honor added: "I may be permitted to say that you were imprudent." Then with regard to the two political organizations known as the liberal and tory parties, Sir Adolphe Chapleau expressed his contempt of them in the following language: "The parties are but so many pens where the voting cattle are kept. We do not belong to this little chapel, but rather to the grand temple where all the men of good will do congregate."

Sir Adolphe then tells Mr. Tarte that they must meet in order to fix upon more definite plans.

Referring to the newspaper press the lieutenant governor again writes: "You will perceive by the tone of La Presse that it favors our plans. Berthiaume is well disposed, and he and Dansereau will look after that.

"Do not mind certain articles, however, as Blumhart is difficult to control. As for Le Monde, Mantel is well disposed. He is not your enemy, but he is the proprietor not the editor. Martin does not know our plans, but he is a good watch dog and defends his master's castle with desperation when he thinks it is attacked."

Sir Adolphe Chapleau likewise writes that he met Laurier and touched upon the question, but as yet he had received no reply, and again, "You have not forgotten the role played in preventing ambitious Nova Scotia from ruling the country with a party founded forty years ago and in which the bad elements predominates the good."

His honor of Spencerwood asks the minister of public works to excuse the style as it is past midnight.

Str. Cape Breton arrived about midnight from Louisburg, with a cargo of coal for the Messrs. Starr.