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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. BOWES, Editor and Publisher.

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ADVERTISING.

We insert short condensed advertisements under the heads of Lost, For Sale, To Let, Found and Wants for **10** *CENTS each insertion or* **50** *CENTS a week, payable ALWAYS IN ADVANCE.*

General advertising **$1** *an inch for first insertion and* **25** *cents an inch for continuations. Contracts by the year at Reasonable Rates.*

ST. JOHN, N. B., TUESDAY, MAY 13, 1890.

For the Latest Telegraphic News look on the First Page.

THE HEALTH TEST IN THE NORMAL SCHOOL.

We had occasion the other day to condemn the new regulation of the board of education requiring each student-teacher applying for admission at the Normal school to furnish the Principal a certificate of general good health. We condemned this regulation because it would in most cases be evaded, and also because, where it was not evaded, it would work injustice to young persons who were compelled to look to teaching for support, but who might not be in rugged health, although otherwise capable of discharging their duties as students and teachers. A new weekly publication which has recently appeared in Fredericton, takes THE GAZETTE severely to task for expressing these views. We quote one paragraph of the article, which is three quarters of a column in length, as a specimen of its tone:—

Our fault-finding St. John critic says that some students are driven to the Normal School by the pinch of poverty and that the late deaths among others did not result from over-exertion of constitutions wanting in vigor. As regards the first assertion, which if correct must be very limited in its application, the parties surely, if physically disqualified, must pursue an extraordinary method of relieving the misfortunes of home, by impairing the only foundation for wage earning with which their Creator endowed them. We take it that it would be highly improper to misdirect individuals so circumstanced into wasting their substance to obtain a profession that they would very shortly be unfit to pursue. As to the second statement, granting its truth, it proves nothing so far as the general principle is concerned,—it being only when taken collectively that isolated cases have any material bearing on the main question.

We presume that the above must have been written by some teacher, for its muddy and obscure style has the flavor of the desk. We have been at some pains to discover the meaning of this extraordinary paragraph, but are unable to grasp it fully. The writer seems to say that persons physically disqualified should not become teachers and that if they undertake to become teachers they are impairing "the only foundation for wage earning with which their creator endowed them." As teaching is by no means such hard work as the majority of employments at which young women may earn their living, it follows from this that delicate young persons are not to be allowed to "impair the only foundation for wage earning with which their creator endowed them," by teaching school for a living but must go to the poor house or starve in order that the Board of Education may maintain what it calls "a principle." Nothing could be more heartless than such a suggestion, and nothing more contemptible except the arguments by which it is sought to be supported.

THE GROWTH OF CANADA'S RAILWAY SYSTEM.

There is no feature in connexion with the progress of Canada since confederation more remarkable than the growth of our railway system, which has increased about six fold in less than twenty three years. On the 1st July, 1867, when the four Canadian Provinces were united, they contained altogether 2,258 miles of completed railway in operation, or only about 50 per cent. more than the present railway mileage of the Province of New Brunswick and less than the present railway mileage of the three Maritime Provinces. In 1889, according to a return just laid before Parliament there were 12,628 miles of railway in operation in the Dominion, and 12,325 miles completed, so that Canada with five million inhabitants exceeds most European nations in railway mileage, being only now surpassed in this respect by the United Kingdom, France, Germany, Austro-Hungary and Russia. If we add to this list the United States and India we will find that Canada stands eighth among the countries of the world in railway mileage, with a prospect of soon surpassing the latter country in this respect. The greater part of our remarkable railway growth has been since Sir John A. Macdonald returned to power in 1878. At that date we had only 6,143 miles of railway in operation or less than half the present mileage and the earnings were considerably less than half what they were last year:—The following summary of the statistics laid before Parliament on Friday last shows the present railway situation of Canada at a glance:—

	1888.	1889.
Mileage in operation	12,162	12,682
Number of passengers	11,416,791	12,154,106
Tons of freight carried	17,172,759	17,628,626
Earnings	$42,159,152	$42,149,615
Working expenses	$30,852,046	$31,038,045
Miles of railway completed (track laid)		13,325
Miles of sidings		1,576
Miles of iron rails on main lines		796
Miles of steel rails on main lines		12,539
Capital paid		$760,576,449
Net earnings		$11,111,576
Train mileage		38,819,380
Passengers killed		30
Number of elevators		27
Number guarded level crossings		128
Number unguarded level crossings		7,912
Number overhead bridges		363
Number level crossings of other railways		159
Number junctions with other railways		235
Number junctions with branch lines		179
Number engines owned		1,718
Number engines hired		43
Number sleepers and parlor cars owned		88
Number sleepers and parlor cars hired		17
Number first-class cars owned		763
Number of first-class cars hired		32
Number second and immigrants' cars owned		564
Number second-class and immigrants' cars hired		17
Number baggage, mail and express cars owned		484
Number baggage, mail express cars hired		33
Number cattle and box cars owned		27,442
Number cattle and box cars hired		3,083
Number platform cars owned		13,599
Number platform cars hired		326
Number coal and dump cars owned		3,235

These figures speak for themselves and show how important an interest the railway system of Canada has become. It is satisfactory also to know that almost 12 per cent of the miles of railway in operation are in this Province, which is likely to still further increase its railway facilities in the near future.

THE LEARY DOCK SCHEME.

The amended resolution, based on the report of the special committee on the Leary Dock Scheme, which was adopted yesterday, recommends that a contract be entered into with Mr. Leary at once for the completion of the dry dock and harbor improvements within two years, work upon the same to be commenced within thirty days, the council guaranteeing to Mr. Leary the payment of one per cent. per annum for twenty years on the capital expenditure. Mr Leary is required to pay the ground rent on any property he may lease from the corporation and will receive no subsidy for any part of the twenty years that the dock and other improvements are not in complete working order. He is also required to deposit security to the satisfaction of the Common Council to the extent of $25,000 to be held until the final completion of the work. These terms vary somewhat from the original bargain with Mr. Leary and are certainly strict enough to satisfy any reasonable man whose mind was not warped by prejudice or self interest. Yet they did not satisfy the individuals who take their inspiration from the Sun office. These enemies of harbor improvements mustered in force to defeat the Leary scheme in toto, but they failed, being only able to muster 11 votes against 14 for the above resolution. If Mr. Leary accepts the amended terms the work will go on at once, and the men who have been straining every nerve to defeat harbor improvements and send the business which properly belongs to this port to Halifax will have to hang their diminished heads.

Mr. Alonzo Chesley tried to win over one or two Carleton aldermen by making an amendment referring it to the Board of Works, to have plans and specifications prepared for wharf improvements on the west side of the harbor in connexion with railway terminal facilities, including the erection of a grain elevator to the amount of $250,000. Mr. Chesley seemed to think that the Carleton people would accept his $250,000 as an equivalent for the $1,000,000 which Mr. Leary intends to spend in that part of the city, but even if the offer had been an honest one, they would be hardly likely to be satisfied with one quarter of that Mr. Leary intends to disburse. But the offer of Mr. Chesley, as can be easily seen, was not honest, for it pledged the common council to nothing except the preparation of a set of plans. If the Carleton aldermen, lured by Mr. Chesley's amendment had assisted him to defeat the Leary scheme and adopted his amendment, he would have simply laughed at them when all was over. Unfortunately for his elaborate plans the members of the common council are not so shallow or so easily gulled as he believes them to be.

NOTE AND COMMENT.

The two principal Fredericton hotels, the Barker House and Queen, will close tomorrow and will remain closed till the beginning of August. The Fredericton city council should now advertise for tenders for mowing the grass on Queen street. It will be a fine crop and that in the other streets will be still better. That will be one good result of the Scott Act.

It looks as if General Middleton would now be compelled to step down and out, and if he has not good sense enough to do so the government should remove him. This has been a bad year for British generals in Canada. Laurie, the Shelburne member, has ruined his reputation forever by his mileage "boodle," and now Middleton's "looting" operations have brought him to grief. We regret Middleton's fall, but justice must take its course.

The statement that Mr. Blair will resign in view of the election petition filed against him seems to lack the essential element of truth It is said that the petition charges 1123 corrupt acts which is a serious reflection on the morality of the voters of the county of York. The Hon. Daniel L. Hanington, who was the first New Brunswick member unseated for bribery under the new law, must have been giving the petitioners the benefit of his valuable advice.

The Moncton-Edmundston line is not to receive a subsidy this year, nor have we any promise of the Harvey-Salisbury line being built as a government work. The people of Halifax and their friends here will have to wait at least a year for the realization of their hopes of side-tracking St. John. It may be that their hopes will never be realized and that St. John is destined, in spite of its enemies within and without, to become the great winter port of Canada.

Telegraphic Flashes.

The men employed in the gas works at Hamburg have gone on strike.

The announcement that Dion Boucicault is seriously ill at New York is without foundation.

The search yesterday in the well at Hopkinton, N. H. for the remains of Calvin H. Beck was fruitless.

Three thousand employes of the National Tube Works Co. McKeesport, Pa. went on strike yesterday for 10 per cent, advance of wages.

John Charlton, M. P., publishes an open letter to Principal Caven giving his reasons for refusing to sign the equal rights manifesto of May 3rd.

The Marquis of Dufferin, British ambassador at Rome, has forwarded a subscription of $25 towards the monument in memory of Major Short and Staff Sergt. Wallick, at Quebec,

The conservatives are jubilant over the tate adhesion of ex-Premier Deboucherville of Quebec to their ranks, although he has up to the present been disposed to give Mercier an independent support.

Adam Hudspeth M. P. for South Victoria died last night from an attack of apoplexy. He yesterday morning was noticed to be sleeping longer than usual and as efforts to awaken him were ineffective a physician was called in who pronounced it apoplexy.

A cablegram from the colonial office, England, to the department of justice at Ottawa through the Governor general asks that the attention of the dominion police authorities be called to the mysterious disappearance of a young Englishman, named James Kimber who came to the Grand Central Hotel in Montreal on April 11th last.

Dubois, the murderer, at Quebec, appears totally indifferent to his fate. He eats and sleeps well and does not appear to take any deep interest in the ministration of religion, though regularly visited by Canon Richardson and Rev. Mr. Bland. It is quite the contrary with Morin, who is prostrate and who has received communion twice since sentenced.

AT THE CAPITAL.

The Work of Parliament Yesterday.

OTTAWA, May 12.—The first business of the house today was to adopt unanimously the report of the privileges and elections committee on the Rykert affair. This was done without discussion, except for a few words.

Mr. Mulock expressed his personal satisfaction that the investigation so completely exonerated the ministers named in Rykert's correspondence. He also expressed his confidence, based on a life-long acquaintance with Hugh J. MacDonald, that that gentleman was absolutely incapable of having acted as these letters would imply.

Mr. Casgrain took occasion to condemn the audacity of the claim made by Rykert in his constituency, that he was being barshly treated by being singled out for condemnation while many other members had done the same thing. He thought the government should pass a law which would remove the temptation for members to act as Rykert had.

The report of the special committee on the Bremner furs was next considered on motion of Chairman McNeil for its adoption.

Mr. Bake make a bitter attack on Gen. Middleton and expressed the hope that as he had received honors and rewards for his service in the rebellion, he should pay for his misconduct now by being compelled to make good Bremner's loss, and also by withdrawing from the dominion service.

Sir Adolphe Caron, without defending the general, asked the house to consider the extenuating circumstances, connected with this most unfortunate misconception on Middleton's part. He announced that the general had expressed his willingness to indemnify Bremner for the one eighth of the furs appropriated by Middleton's orders.

Mr. Lister followed up Blake's attack and held that the general should pay the total loss, as but for his denials the government would have investigated the matter years ago.

Mr. McNeill, in answer to contentions made by Blake and Lister that Middleton had given instructions to have the matter kept quiet, and thereby confessed its impropriety, pointed out that the General explicitly denied having ordered the matter to be kept quiet. He held that the fact that Middleton ordered a memorandum of the furs packed by his order to be kept, showed that there was no intention to keep the matter quiet.

Sir John Macdonald thought the house should not too severely condemn the want of judgment shown in the confiscation, as they should remember that there had been a good deal of confiscation in the China and Indian service, in which Middleton had been engaged; but he thought, nevertheless, that the general had acted quite illegally in confiscating the furs, and in appropriating them had committed an illegal and improper act, for which there could be no defence.

In answer to Mr. Mitchell, who called upon the government to state what they were going to do with the general now, Sir John Macdonald said the government could take no action until the report was passed upon by the commons. When that was done it would be the duty of the government to consider what further action should be taken.

The report was adopted after some further discussion of an unimportant nature.

Another batch of railway subsidies was reported today as follows:

Lake Manitoba Railway and Canal company—6,400 acres land per mile from Portage LaPrairie to Lake Winnipegosis, 125 miles.

Manitoba Southeastern Railway company—6,400 acres per mile from Winnipeg to a point on the west side of the Lake of the Woods, 110 miles.

Temiscouata Railway Co—16 miles from the west end of 20 miles of their branch railway from Edmundston towards St. Francis river, $52,200.

Tobique Valley Railway Company—from Perth Centre toward Plaster Rock island, 11 miles, $35,200.

Oxford Mountain Railway Co—31 miles between Eastman and Kingsbury, $99,200.

For a railway from Dorval station on the line of the G. T. R. to a point at or near River des Prairie, 15 miles, $48,000.

Sir John Macdonald informed the house that the government has decided not to give any aid to the Hudson Bay railway scheme by guaranteeing their bonds, and that the application for a subsidy for the Temiscouata short line to Moncton would not be entertained this session.

After recess the house sat in committee of supply until one o'clock this morning.

The bill amending the railway act (from the senate) was considered in committee was adopted.

The house adjourned at 1.45 a. m.

Mr. Hudspeth, M.P. for South Victoria, died of apoplexy at his residence at Lindsay this afternoon. It will be remembered that during this winter he fell on the ice and fractured one of his arms. He was a general favorite with the members and his death is regretted by all. This makes three deaths during the present session and the twelth death of this parliament, ten of whom died while parliament was in session.

It Means Business.

The Merchant Tailors' Association of Philadelphia, which was organized last January, has issued a formidable "Black List," and a copywrighted blank form for the especial use of members in dunning doubtful delinquents, which is calculated to send cold chills through the soul of the financially guilty. The Black List contains 1,576 names, after nearly every one of which appears one of the following legends:

Unworthy of Credit. Look out for him. Clothing left on hand. Won't pay. Slow pay. Unreliable. Objectionable, but good pay. Pays when forced. Crank. Will pay; must make some allowance before getting money. Ordered suit and never called for it. Good, steady drinker. Owes $113 over six years. Very fussy and undesirable. Pays when sued. Disputes bill. Will not accept goods, finds fault, and then makes low offer to settle. Migratory; no good. Paid after eleven months' hard dunning. Pays part; whistle for the rest. Gives note, but never pays. Skipped. N. G.

Among the unsavory 1,576 names contained in this Black List, one was reported by five tailors; two by four tailors; eight by three tailors, and sixty-two by two tailors; the necessity of such a book of reference is, when we consider this, quite evident, and the association deserves much credit for the thoroughness with which it has placed on record the names of possible customers whose custom it is a very bad thing to have.—The Sartorial Art Journal.

A body found in Commercial dock, Boston, last week, proved to be that of Captain Edmund Stapleton. He had been engaged in the Newfoundland herring trade and had been missing some weeks. He was 46 years of age and a native of Port Mulgrave, N. S.

Provincial Points.

Boston papers announce the death of young Edward Colford, grandson of the late Philip Colford, of Halifax.

The railway authorities have acquired additional land and will construct shortly a double track along the river front in Moncton.

Mr. Chapman Derry, of Dover, Albert Co. has purchased the schr. Maud S., which was reported a wreck off St. Martins.

It is reported among Haligonians in Boston, that Jos. P. Marr, late of the St. Julian, will open a restaurant on Washington street in that city.

On Wednesday evening Jennie Cox, of Kentville, brought to our office strawberry and dandelion blossoms picked that day.—Canning Gazette.

Summerside has exported since Jan. 1st goods to the value of $50,303: $17,441 to the United States; $26,862 to the Dominion and $6000 to the West Indies.

The death of Hon. W. W. Lord, of Charlottetown is announced at the advanced age of 93. He was at one time extensively engaged in ship building.

The schooner Maud Carter, is ashore at Magdalen islands and the Precilla at St. Pierre. Both are Halifax vessels and both are insured in Nova Scotia offices.

Lobsters are reported plentiful along the western shore of P. E. Island. Mr. John Hughes, of Miminigash, is said to have put up fifty cases within the last week.

The Southern coast of Cape Breton has been completely blocked with ice during the past three weeks and last week there were eighteen vessels ice-bound in Gabarus harbor.

Messrs. Judson & Sheppard Trenholm are building a steam boat at Timber river, Bay Verte It is 42 feet keel and 7 feet beam and is to be used for a tug as well as for carrying freight.

The many friends of Rev. Howard Sprague, D. D., will regret to learn of the death of his eldest son, Harry, a young man of 20 years of age. He died at his father's residence in Marysville of consumption.

Driver Clifford White, of the Central railway, fell into a culvert at Barnsville, last evening while assisting in shunting some cars and had one leg broken by a car passing over it. His injuries are not likely to prove fatal.

M. Rameau de Saint-Piere, the historian of the Acadians, sends the Shediac Acadien a valuable contribution on the genealogy of the Gaudet family. The history begins with Jean Gaudet, who was living at Port Royal (Annapolis), in 1671 and then 96 years old.

A boat containing two men, named Elliott and Carpenter; was dashed to pieces on the rocks above Jackson Falls, on the south branch of the Meduxnakik river, Carleton Co. a few days since, and the men were carried over the falls. One of them was badly bruised while the other escaped almost entirely uninjured.

Captain E. E. Evans died at Sackville on Saturday. The deceased was well and favorably known to the public from his long connection with the P. E. Island Steam Navigation Co. as captain of one of their steamers. He was a gentlemen in every sense of the word—a man of rare courtesy and geniality, and one whose place it will be difficult to fill.

What a lot of women there are in the world who "make up." False hair, false colors, false figures, and a good many false hearts struggling to beat underneath layers of padding. Day after day in the streets one meets with quite young girls only too obviously fpainted, and if not actually painted, powdered and plastered with creams and enamels.—Halifax Echo.

Capt. Orris R. Ingraham of Rockland, Maine, has been appointed to the captaincy of the steamer Valencia, the pioneer boat of the new line from New York to Rockland and eastward. Capt. Ingraham is one of the most faithful and competent captains on the coast and all feel pleased to know that he is to command so fine a vessel.—Cambridge Tribune.

There is a dude in Halifax—a real live dude. Tall and slight; good figure; plenty of swagger—too much swagger to indicate much brain; well and neatly dressed; a dandy little cane, plenty of white collar, lots of cuffs, which are kept well in sight; a very small hat, well tilted over his eyes. Altogether a fine young dude with a great deal of 'haw! haw! don't you know' style about him.—Halifax Mail.

Borrowed, Then Lent.

"It rains on rich and poor alike," we are told; but where does the umbrella come in?—Puck.

It is a mistake to say that rain falls alike on the just and the unjust. The latter always has the umbrella.—Puck.

A New Jersey woman rushed into a burning building in search of an umbrella left in her room, and was fatally suffocated. A man would have left the umbrella to its fate and borrowed a better one in less than half an hour.—Norristown Herald.

MR. EDGAR L. WAKEMAN, author, journalist and traveler, who for the past five years has furnished the American press with some of the most charming feature-service articles printed, is certain to make his "Wakeman's Wanderings" papers really famous in the highest literature of foreign travel and observation. His work thoughout is poetry in prose; and to read after him is to travel beside him and see and feel the splendor and sadness of old-world life in marvelous comprehensiveness. He was off about on foot and alone, and paints with so true a hand that leading journals of the country begin to recognize that "the mantle of Bayard Taylor has fallen upon him." In August next he will leave the Mediterranean countries where he is now travelling, and pass the remainder of the year in Scotland, contributing studies of Scottish life and people to his American syndicate, under the title of "Afoot In Scotland."—The Journalist.

Mrs. Philip Bulger, while burning brush on land just outside this village, was burned to death about 5 o'clock p. m. yesterday. Her body was found afterward by parties searching, in a literally roasted condition. She was about 45 years old and leaves a husband and two children.

The large wholesale tobacco house of N. Lachen Brush & Bros. in New York and the cigar manufacturing firm of Kaufman Bros. & Co. have assigned. Combined liabilities $400,000.

Shiloh's Cure will immediately relieve Croup, Whooping Cough and Bronchitis

Several tornadoes occurred in different parts of North Missouri within the past two days. A large amount of property was destroyed and several persons were killed.

For dyspepsia and Liver Complaint you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure.

CONSUMPTION, COUGHS, COLDS,

Can be promptly cured by taking

Estey's Cod Liver Oil Cream.

It is the most perfect preparation of Cod Liver Oil in the market. It is pleasant to take,—safe and sure in its action. It has received the unqualified commendation of thousands who have used it. We warrant every bottle sold, and will refund the money paid for it if these statements are not correct.

It never Separates. Never turns rancid and never disagrees with the Most Delicate Stomach.

Children ask for it, and cry for more. Physicians prescribe it daily in their practice. Ask your druggist for ESTEY'S COD LIVER OIL CREAM. Take no other. Price 50c., six bottles $2.50. Prepared only by E. M. ESTEY, Manufacturing Pharmacist, Moncton, N. B.

R. W. McCARTY,
Wholesale Agent.

PHYSICIANS PRESCRIBE

PHILLIPS' Cod Liver Oil

—WITH THE—

WHEAT PHOSPHATES.

Miscible with Milk or Water and just as Palatable.

Retainable on the most delicate Stomach, and digested with ease.

FOR THE RELIEF AND CURE OF CONSUMPTION, BRONCHITIS, SCROFULOUS AND WASTING DISEASES, COUGHS, COLDS AND LUNG AFFECTIONS,

AND AS A FLESH MAKER,

IT HAS NO EQUAL.

For sale by all Chemists.

PHILLIPS' MILK OF MAGNESIA

FOR DYSPEPSIA.

Phillips' Phospho-Muriate of Quinine Compound. } THE TONIC OF THE DAY.

LUBY'S

FOR THE HAIR,

Restores the color, beauty and softness to Grey Hair, and

IS NOT A DYE.

AT ALL CHEMISTS. 50 CENTS A BOTTLE

Garden Seeds

(DIRECT FROM GROWERS).

PEAS.

Commander-in-Chief; Telephone, American Wonder, Black Eyed Marrow, Yorkshire Hero, Daniel O Rourke, Tom Thumb, Henderson's First of All, Bishop's Dwarf, Champion of England, Dwarf Sugar, First and Best Crop; Bliss Everbearing, Balmoral Castle, Harrison's Glory, Cleveland's 1st Crop, Carter's 1st Crop, Carter's Premium Gem, McLane's Little Gem, " Bliss Peter; " Advancer, Large White Marrow.

Beans, Parsnip, Carrot, Beet, Celery

and all kinds of Seeds for Farming and Gardening purposes.

R. D. McARTHUR,

MEDICAL HALL,

59 Charlotte St., Opp. King Square.

ALWAYS ASK FOR

THE ISLAY BLEND

REGISTERED

WHISKY,

MACKIE & Co'S

VERY OLD.

See Analytical Report on Each Bottle 6 Years Old.

DISTILLERIES:—

LAGAVULIN, LAPHROAIG, } ISLAND OF ISLAY, ARGYLESHIRE.

OFFICE, 5 DIXON STREET, GLASGOW.

Public Works Department.

TENDERS FOR BARN.

TENDERS will be received by the Department of Public Works, at their office Carmarthen street, until Thursday the 15th day of May inst. at 12 o'clock, noon, for building a Barn on the corner of King and Carmarthen streets, according to plans and specifications to be seen at the office.

The Department do not bind themselves to accept the lowest or any tender.

A. CHIPMAN SMITH,
Director.

St. John, N. B., May 9th, 1890.

PUBLIC WORKS DEPARTMENT.

TENDERS FOR SETTING GRANITE CURBING.

TENDERS will be received by the Public Works Department, at their Office, Carmarthen street, until

Tuesday, the 15th Day of May inst

at 12 o'clock, noon, for the Setting of the Granite Curbing on Mill and Main streets, according to plans and specifications to be seen at the Office of the City Engineer, City Building.

The Department do not bind themselves to accept the lowest or any tender.

A. CHIPMAN SMITH,
Director.

St. John, May 9, 1890.

7,500 lbs. NEW TEAS.

Bought from 3 to 4 cents per lb. *CHEAPER* than they could be bought in the London market. To introduce them during this and next week we will give

A GLASS BUTTER DISH

With 1 lb. at 40 cents.

ALSO

14 lbs. Granulated Sugar for $1.00
17 " Light Yellow " 1.00

Maritime Tea Store,

87 Charlotte street.

THOS. DEAN,

13 and 14 City Market.

Cumberland N. S. Beef, Mutton, Veal, Fresh Pork, Ham, Turkeys, Bacon, Chickens, Lard, and Green Stuff.

Manufacturers of DEAN'S SAUSAGES. (Established 1837.) Season from Sept. to May.

COUNTRY RESIDENCE FOR SALE.

THE PROPERTY at Rothesay, Kings County, N. B., lately occupied by James Domville Esq., known as "KINGSHURST." It has a front of about 60 rods on the upper side of the road and about 30 rods on the lower side, containing in the whole about 200 acres.

For further particulars apply to

JAMES J. KAYE,
St. John, N. B.

OLD MINE SYDNEY.

I am selling OLD MINE SYDNEY COAL, screened free of slack at $6.00 per Chaldron.

ALSO LANDING,

and for sale very low, 200 tons NUT COAL, 50 tons CHESTNUT. For sale by

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

CHEAP STOVES FOR SPRING TRADE.

Notwithstanding the recent advance in prices by the stove founders, we shall continue to sell our present stock of

COOK'S OVES & RANGES

at old prices.

When present stock is exhausted we shall then be compelled to advance prices to cover the increased cost.

In the meantime those who anticipate making a change will save money by purchasing soon.

Our Stock embraces all the old favorites, viz: The Medallion, The New Hub, The Silver Acorn, The Coal Acorn, &c., also the the king of cook stoves, The Charter Oak.

EMERSON & FISHER,

75 to 79 Prince William Street.

"TAKE MY TIP."

To all whom it may concern and to all who are going to move, marry, or paper their Parlor, Dining Room, Kitchen or Pantry. Take advice in time; save your money when you can. On the quiet, here's my tip, "I am selling

WALL PAPERS, BORDERINGS, &c.

so cheap that you will not dare to ask for further reductions." Call and see for yourselves; and be satisfied that you are with the lucky ones who availed themselves of this opportunity to save and make a dollar, and get the neatest patterns in Wall Papers to be had in the city. Picture Framing a specialty.

D. J JENNINGS, - - 167 Union St.

ROYAL INSURANCE COMPANY

OF LIVERPOOL, ENGLAND,

REPRESENTING

The Largest Net Surplus of any Fire Insurance Co. in the World.

J. SIDNEY KAYE,

GENERAL AGENT FOR NEW BRUNSWICK.

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

75 QUARTS

ALDERBROOK JERSEY CREAM

140 Rolls Gilt Edge Butter.

Alderbrook Henery Eggs,

FRESH EVERY DAY.

GEORGE ROBERTSON & CO.

50 KING STREET.

N. B.—Lots of Oranges 18 Cents per Dozen.

STORAGE FOR STOVES.

The subscribers are prepared to take down stoves and store them on their premises until wanted in the fall or to remove and fit up stoves or ranges with the necessary plumbing work for hot or cold water.

—ON HAND—

STOVES, RANGES, FURNACES, STOVE PIPE AND TINWARE.

—FOR SALE LOW—

Several Large Cook Stoves and Ranges,

suitable for small hotels or boarding houses.

—IN STOCK FOR REPAIRS,—

Castings and Fire Brick for Climax and other Ranges.

Hot Water and Steam Heating Apparatus,

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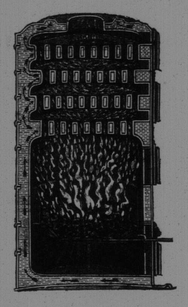

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