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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. JOWES, 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.

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ST. JOHN, N. B., SATURDAY, NOV. 30, 1889.

For the Latest Telegraphic News look on the First Page.

THE DOCK SCHEME.

The practical unanimity which prevails, both in the Common Council and in the community generally, with regard to Mr. Leary's dock scheme, shows how weary the people have become of the inaction of the past year which threatened to leave St. John wholly in the rear in the competition for the in transit trade of Canada. Mr. Leary has come forward, with a practical scheme, which he is ready to execute at once, provided he receives the necessary support, and there is not the slightest doubt that the necessary support will be forthcoming. The general committee of the Common Council of St. John, which is in fact the Common Council itself, has agreed to give Mr. Leary a subsidy of $10,000 a year for twenty years on condition that he will build a dry dock and a wet dock, and these are to be built on the west side at Sand Point. Mr. Leary has now acquired by purchase all the property at Sand Point necessary to the completion of his work. The dry dock is to be 600 feet in length, 80 feet wide at the bottom, and 120 feet wide at the top, so that it will be capable of receiving the largest steamship afloat. The wet dock will be on a liberal scale and capable of providing berths for several steamships. With these docks St. John will be in a position to do a large trade, which now goes elsewhere, and to repair vessels which come here from abroad, with a degree of facility and promptness which could not be attained under present conditions. The comparatively small amount of assistance demanded for the construction of these important works will be repaid to St. John tenfold in increased business for our merchants and increased employment for our people.

We have many times given figures to show that it is an utter impossibility for Halifax to compete with St. John for the winter trade of Canada. In the carriage of wheat from Winnipeg to the seaboard, calculating the freight at one half cent per ton per mile, the difference in favor of Sand Point, as compared with Halifax, including bridge tolls, would be equal to $31.70 a car, or almost five cents a bushel. In the carriage of flour the difference in favor of St. John as compared with Halifax would be equal to 24 cents a barrel. This being so, it is idle to talk of any dangerous competition for the in transit trade from that quarter, for water cannot be made to run up hill, neither can bulky goods be sent to Halifax for shipment while St. John with equal facilities is available. The only thing that has kept St. John in the back-ground has been the neglect of our people to provide facilities for ocean steamships, in order that they might load and unload promptly, and their goods be handled with that despatch which the heavy daily charges they are subject to renders necessary.

THE NEWFOUNDLAND ELECTIONS.

The St. John's correspondent of the Montreal Gazette has written a long letter to that paper explaining the causes of the defeat of the government at the recent election. This correspondent's task was not an easy nor an enviable one as for months before the election he had written of the opposition which was led by Sir William Whiteway as hardly worthy of notice. Even now he seems to have but an imperfect appreciation of the result involved in the defeat of the government and seems more disposed to censure those who brought it about by their votes than to admit that there was any reason for such a result.

It was not an ordinary flood but a tidal wave which swept the Newfoundland government away. The correspondent, who is generally understood to be the Rev. Moses Harvey, although unable to conceal his disgust at the result and his contempt for the voters who effected it, gives a most graphic description of the manner in which the bad news came, which almost equals in tragic earnestness Professor Aytoun's "Edinburgh after Flodden." He says:—

The 6th of November was polling day. On the following day the wires began to speak, and as the messages came giving the returns of one district after another it was like the arrival of Job's messengers, each came laden with a deeper and deeper tale of woe for the Government party, until the crowning calamity was announced from Trinity, where knightly leaders fought and where the votes were three to one in favor of Sir William Whiteway over his rival, Sir R. Thorburn. Even in districts where Government candidates were regarded as absolutely safe the result was similar—crushing defeats overtook them. The Hon. Mr. Fenelon, a colonial secretary, a veteran politician, a man of culture and ability was beaten by a youth just out of a lawyer's office and a small local shopkeeper. He polled over twelve votes to Mr. Fenelon's one. It was pretty much the same everywhere, though by no means with such a disparity of votes. In Twillingate three old and experienced politicians—men of position and repute—were utterly routed by three candidates who were never heard of before and whose qualifications and claims to be members of a legislature were laughed at when they took the field. In St. John's, it was confidently expected that at least three Government candidates would be returned out of six, but old tried representatives, who had served the district well in former years, were ignominiously flung out, and the Whiteway candidates — nearly all new men—carried the day by immense majorities. The more unlikely the candidate, the larger the number of votes he obtained. It was not at all a question of persons, or merits or qualifications, a great democratic springtide rose and submerged the whole Government candidates who were regarded as the representatives and supporters of a "mercantile government," which it was determined must be swept out of existence. The "masses," clothed with power by means of the ballot and manhood suffrage, were determined to show their might and convince the "classes" that now they had found their masters. The most remarkable illustration occurred in Harbor Grace, where Sir James Winter, attorney-general, a statesman of high repute and eminent abilities, was left at the bottom of the poll, a candidate who was hardly known in the district, beating him by more than two to one.

The Newfoundland people for the first time in their lives enjoyed an extended suffrage and a free ballot at the last election, and they made the most of their opportunities. Mr. Harvey thinks that they did the mercantile classes injustice and that the masses have been well treated by the capitalists of Newfoundland, but he is almost alone in this belief. It is well known that although the fisheries are enormously productive and, while the merchants grow extremely wealthy, the fishermen whose toil makes them rich are in a state of abject poverty. It is well known that their poverty is due to a vicious system which makes the fisherman almost a slave to his master, the merchant, and that the great majority of the men who acquire riches in Newfoundland leave it when they become wealthy and go to England to spend their money. It is equally well known that the mercantile classes, who are now in the dust, were the most bitter opponents of Confederation and secured its defeat, because they well knew that the inflow of Canadian capital and Canadian business men into that island would result in a change of system which would be to the advantage of the working classes. A consideration of these facts will reconcile the people of Canada to the defeat of the Newfoundland government and the mercantile classes whose hostility to Canada has kept that island out of confederation for the past twenty years.

NOTE AND COMMENT.

The acquittal of two prisoners by a Madawaska county jury, who were proved by the most conclusive evidence to have thrown stones at a train, has disgusted the law abiding people of Edmunston and caused some of them to lose faith in trial by jury. We have had similar miscarriages of justice in St. John.

Archbishop Walsh of Toronto was stoned in the streets of that city while paying his first official visit to the Cathedral of his new diocese, the other day. This is a scandalous affair and most discreditable to the city which harbors such a set of rowdies and ruffians as committed this outrage.

Mr. John Livingston, who for twenty years was connected with the press of St. John, and who is probably the ablest political writer in Canada, has gone to Calgary to edit the Herald of that place. Mr. Livingston's health has not been good of late, but his friends in the Maritime Provinces will hope that it may improve in the great west of which he has written so much and where he will in future reside.

The statement which appears in the Aroostook Pioneer that the Northern Railroad Company have sold out their charter to the Canadian Pacific Company is denied by Hon. Geo. W. Prescott, president of the Northern Maine road and declared to be totally without foundation. —Nevertheless it is significant that the work of building this road is being delayed and that there is no present prospect of it being completed.

The Acadian Recorder calls the St. John Sun "a $50,000 a year boodle organ," and credits it with an attack on the Recorder for its annexationist sentiments which appeared in THE GAZETTE. The Recorder should not be unjust to our contemporary; indeed the Halifax papers might very well afford to praise the Sun now and then, for it is as much a Halifax organ as a St. John newspaper. The articles which appeared in it a few months ago in favor of the Harvey-Salisbury line show that it has a very high regard for Halifax interests.

The Globe, in quoting what the St. Croix Courier says about the Sun being "an enemy of progress," describes this as a stock phrase of Canadian Toryism and states that the same words are frequently applied to itself. This thought affords it some comfort but there are a good many epithets which have been applied to the Globe, even by its Liberal contemporaries, which are not likely to be applied to the Sun or any other Conservative paper. Among these we may mention such words as "annexationist," "traitor" and "public enemy," all of which have been truthfully applied to the Globe.

The Pan-American congress has so far done but little to fulfil the hopes that were centred in it, and it is not at all unlikely that it may break up in a bitter quarrel. A Washington despatch says: —"Serious friction has been developed in the Pan-American congress. There is the highest authority for the statement that on Monday a leading South American delegate was on the point of withdrawing and going home on account of slights put upon them. Peace-makers were busy all of Monday night and Tuesday morning, and with difficulty effected a re-consideration of the withdrawal, and that the trouble is now averted. But the high-strung delegates in question are offended and sensitive. Another grave difficulty is the jealousy cropping out on the part of the smaller countries. Their representatives are disposed to bring matters up in Congress reflecting on the more powerful nations. Cooler heads think time and patience will overcome the dissensions, yet they admit that the outcome of the conference is seriously imperilled."

The New Dry Dock, Brooklyn Navy Yard.

The pioneer in the building of timber graving docks was Mr. J. E. Simpson the senior member of the firm of J. E. Simpson & Co., of this city. For many years he upheld the superiority of wood over stone for these structures. The points made in their favor are numerous. Their orignal cost is comparatively low. They resist the action of frost much better than do stone docks, whose members are apt to be dislodged by successive winters. Hence the repairs required are less than for stone structures. From the standpoint of practical working they possess valuable features, when constructed upon Mr. Simpson's system. The material is safer and better for the workmen than is stone. The steps are so low that they can easily be mounted. As they entirely surround the dock, no choice of a place to go to or from work is needed. In severe weather ice is not so liable to form and remain upon wood as on stone.

Thus it is clear that many practical points of merit can be cited. At first sight they would appear of a more temporary character than stone, yet this does not seem confirmed on examination. The first dock of this type was built in Boston in 1853 and 1854. It is still in use and in fair condition. Less than two years later a second dock was completed there. After constant service for twenty years with but slight repairs, part of the woodwork was rebuilt. But this rebuilding only refers to the alters or facing pieces, as the original piles, floor timbers, and abutments are still in use.

The Brooklyn Navy Yard dock, which we illustrate, is one of three contracted for the government by this firm. Hitherto the United States naval authorities have favored stone as the material for graving docks. When they began to consider the expediency of erecting wooden docks, boards of inspectors were appointed by the Secretary of the Navy, to examine existing timber docks, and to report upon the advisability of building such structures for the navy yards. In accordance with the recommendations of these investigators, timber docks were started at three navy yards, at Portsmouth, Va., League Island, Pa., and Brooklyn, N. Y.

The dock represents an excavated basin or slip lined throughout with Georgia pine timber, with sides and inner end sloping to the floor. The outer end is open, and is provided with heavy sill and abutment timbers. An iron caisson fits this opening and acts as a gate. The general dimensions are as follows: Length over all on coping, 530 feet; length over all inside of caisson, 500 feet; width on top amidship, 130 feet 4 inches; width on floor amidship, 50 feet; width on floor at entrance, 53 feet; width on top at entrance, 85 feet; depth of gate sill below coping, 36 feet 6 inches; depth of gate sill below high water, 25 feet 6 inches; depth at center, 32 feet 8 inches.

It will be seen that the sides at the ends are brought together, thus economizing pumping. The general outline conforms in some degree to the outline of a ship. The visible part of the dock is by no means all of it. A great part of the structure is hidden away under ground, the whole being surrounded by close sheet piling that lies twenty-six feet back from the coping.

The structural features are shown in cross section in the cut, one-half only of the dock being included. At the bottom is the floor, fifty feet wide by four hundred and sixty feet long. Around the periphery of this area eight-inch tongued and grooved sheet piling is driven. In good ground the practice has been to drive this down seven and one-half feet. But on account of quicksand, it was driven down forty-five feet in the present instance. The area included within this sheet piling contains round piles, driven in rows, three feet between centers transversely, and four feet in the direction of the length of the dock. Each row of piles carried a longitudinal square timber of Georgia pine. Upon these rest cross timbers three feet between centers, and the planking for the bottom is spiked or bolted to these. This planking is three inches thick. Special rows of piles are driven to carry the keel blocks; a space ten feet wide beneath the center of the dock contains extra closely spaced piling for this purpose. The timber used is in general about one foot square, and the piling twelve inches in diameter.

Under the floor and surrounding the heads of the piles is a bed of Portland cement concrete, five feet thick at the centre, and rising toward each side between the transverse timbers to the height of one foot, giving a maximum thickness of six feet. Any water which may find its way thereto runs down to the central axis of the dock, owing to this slope.

From each side of the floor the sides rise in steps with a slope of eight upon ten, or about 39 deg. They are lined with pieces of ten-inch plank, eleven inches in greatest height, but chamfered off at their rear and lower corner, so that their vertical rear face is only three inches high. They run horizontally around the dock, forming steps eight inches high and ten inches wide upon the parallel sides. These pieces are termed alters. They are bolted to side brace timbers that rise, following the same slope from the edge of the flooring. Where the alters cross these timbers, the bolts are driven; one bolt passes through the center of the timber vertically, a second one is driven through the face of the alter diagonally, so as to enter the brace timber perpendicularly. The lower ends of the brace timbers abut upon the floor timbers and also against square longitudinal timbers bolted to the floor and representing the bottom alter. Four piles support each brace timber at equidistant points of its length. A mass of concrete rises six feet up the side, back of the alters, running from two or five feet in thickness. Above this the space back of the alters is rammed with clay, so as to be filled with a compact and almost imprevious puddle.

Upon every third floor timber oak bearers are bolted, upon which the bilge blocks slide.

From the interior lines of coping the dock, as stated, is one hundred and thirty feet four inches wide, and twenty six feet back from this coping line tongued and grooved sheet piling is driven well below the floor level of the dock, so as to completely surround it. This gives a total width of one hundred and eighty-two feet four inches. Four rows of piling with cross caps are driven within this area between sheet piling and coping, and diagonal braces are carried from the center of these caps to the center of the cross brace timbers that carry the alters.

The dock is closed by a floating caisson. This is an iron vessel with sloping stem pieces that exactly fits the dock entrance. A heavy India rubber packing is carried around the entrance sills and abutments against which the caisson bears. No grooves are used, the working of the dock being thus greatly facilitated. Two sills are provided, an outer and inner one. This is to enable repairs of the inner or main sill to be attended to, as this is the one most used. The caisson can close the dock from either sill.

Very powerful pumping machinery is provided for emptying the dock. It consists of two centrifugal pumps of 42 in diameter, driven by two vertical engines 28 in. diameter of cylinder by 24 in. stroke. Three Scotch steel boilers 13 ft. in diameter by 11 ft. long supply steam. The Southwark Foundry and Machine Co., of Philadelphia, supply the pumping plant. The pumps have a capacity of 80,000 gallons a minute, and can empty the dock in ninety minutes when no vessel is in it. If a ship is docked, the time required will be proportionately less. Open sluiceways are provided that are made in the concrete under the floor timbers on each side of the keelway. These lead to a drainage culvert and pumping well near the front of the dock on one side. The suction pipes run thence to the pumps. This supplies means for emptying the dock. The filling is done through the caisson. Culverts, with valves, run through its body transversely. Several flood gates 22 in. in diameter are provided, operated by hand wheels. Thus the filling can be extremely rapid.

The caisson is raised and lowered by pumping out or admitting water ballast, a small boiler, engine, and rotary pump being contained within it. The same engine works a capstan on its deck. Work was begun upon the dock about Dec. 16, 1887, poesession of the ground having been acquired one month earlier. It is hoped that it will be completed by Feb. 1, 1890.

Brevities.

Notice is given of the establishment of a beacon light at Annapolis.

A. J. Clark, of Grand Manan, has been appointed sub collector of customs.

It is reported that no liquor was sold at the leading Fredericton hotels yesterday.

The Jane Ingraham, ashore near Canso has been floated successfully, after discharging 100 tons of her cargo of coal.

William McNeil, aged 17, was killed in a Glace Bay coal mine, a day or two since, by being crushed between a car and a screen.

Louis Fullum, an employe on the St. Francis branch, disappeared recently from Edmunston, and has not since been heard from.

The young men who stoned a railway train at St. Leonards recently, though proved guilty have been acquitted by the jury before whom they were tried.

Application is to be made to incorporate the Shore Line Railway Bridge company, to construct a railway bridge across the St. Croix at St. Stephen.

The Lunenburg schooner Jewel, Capt. Hebb, and the Chezzetcook schooner Scotian, Capt. Smith, were both wrecked in the recent storm, near Georgetown, P. E. I. The crews were saved.

Mr. Wm. Hazelhurst is getting out a quantity of iron work for the machine shops and sugar refinery at Moncton and is building ten iron tanks for the I. C. R. of a capacity of 50,000 gallons each.

Application will be made by the Northern and Western railway company, to enable the company to amalgamate with or acquire the Chatham Branch railway, and to change the name to the Canada Eastern Railway Company.

A meeting will be held in the W. C. T. U. parlor, Canterbury street, at 3 o'clock next Wednesday afternoon, for the purpose of organizing a Young Women's Christian Temperance Union. Lady Tilley who has been elected organizer will be present.

A meeting of the Belliveau Alberite and Oil Company was held at Moncton on Thursday. Hon. P. A. Landry was appointed on the board of directors to fill the vacancy caused by the death of Blair Botsford, late president of the company. Mr. D. S. Harper, of Shediac, was elected president.

At a meeting held in Fredericton Thursday evening a fund was started for the enforcement of the Scott Act. A. F. Randolph subscribed $500. Alex. Gibson $200, D. F. George $200, A. C. Edgecomb $100 and L. W. Johnson $100. Additional subscriptions were received to the amount of $1100.

Edmund Grace was skylarking with two girls at Bridgeport, C. B. the other evening. One girl said "Look out, or I'll shoot you," and pointed a self-cocking bulldog at him. It went off and the bullet struck Grace behind the ear. She "didn't think it would go off." He may recover.

Last night a meeting was held of the general propagation committee of the Grand Division of the Sons of Temperance at the residence of the G. W. P., H. J. Thorne. Representatives were present from Moncton, St. Stephen and Fredericton. A motion to appoint a grand lecturer to at once go into the field in the interest of the order was carried unanimously.

The encouragement given James D. Leary by the general committee of the common council on Thursday in regard to his dock scheme, has given Mr. Leary such confidence, that yesterday the purchase of all property at Sand Point necessary for the carrying on of his proposed work, was completed and now the American capitalist has all the property he requiries at present.

Much Valuable Information.

(Woodstock Sentinel)

The Saturday evening edition of the St. John GAZETTE, sixteen pages, was a fine one, containing much valuable information regarding the growth and state of trade of the city.

IS THIS AND THAT A FAILURE?

It is Undoubtedly True that when a thing Always Succeeds, it is not a Failure.

The All-Important Question.

This age has asked many odd questions, which have provoked discussion without end. "Is marriage a failure?" "Is housekeeping a failure?" and other debatable queries have given rise to column upon column of newspaper and magazine articles. This seems to prove that occasionally these institutions are failures, for when anything is always successful there is nobody asking, is it a failure?

At this time there is nothing in Canada which has achieved so pronounced a success as Paine's Celery Compound, that wonderful discovery for the cure of all nervous diseases. Many a poor, overworked business man, with aching muscles and tired brain, has found in this true invigorant a soother and strengthener for his nerves. To those who have tossed sleeplessly the whole night long, thinking over their day's work and trying in vain to get nature's sweet restorer, Paine's Celery Compound has proved the greatest blessing. It is a positive and pleasant cure for sleeplessness.

Dyspepsia, indigestion, biliousness, pain and weakness in the back, all come from disordered nerves and are cured in the same pleasant way, with Paine's Celery Compound. This sure relief and positive cure is a scientific preparation that is purely vegetable and perfectly harmless. When a person is weak, tired, and exhausted, without appetite, strength or ambition, and with aches and pains in various parts of the body, this great restorative should be used. Its effects are marvellous. The brain becomes clear, the nerves quiet, the muscles strong, and vigor and vitality fill the whole system. Paralysis, paresis, and insanity are no longer to be feared, for perfect health has come with the use of this wonderful discovery.

SPENCER'S

Standard Dancing Academy.

New classes for beginners meet TUESDAY and FRIDAY evenings and TUESDAY and SATURDAY afternoons.

Young Ladies, Misses and Masters at 3.30 in the afternoon.

TERMS payable in advance. Make application at the Academy, Domville Building, King street, for information and terms.

A. J. SPENCER, Teacher.

Private Lessons given day or evening.

Don't miss this opportunity if you wish to learn the accomplishment.

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—FOR—

Gaspereaux, Shad and Pickerel Nets.

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Cotton.

All sizes now in stock.

W. H. THORNE & CO.,

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House and Sign Painter;

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All orders promptly attended to.

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INDIA OOLONG TEA.

The first ever brought to the city. Extra flavor and strength.

TAYLOR & DOCKRILL,

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LARD,

HAMS,

BACON.

Grocers should place their orders at once to secure their Christmas stock.

SLIPP & FLEWELLING

Pork Packers,

160 Main Street, St. John, N. B.

NOW LANDING.

200 Boxes, 50 Half Boxes, 50 Quarter } New Raisins.
50 Barrels New Currants;
5 Bags New S. S. Almonds;
1 Car Refined Sugar;
100 Puncs. } Choice Barbadoes Molasses;
45 Tcs.
45 Barrels.
250 Cases Mixed Codfish;
100 " Large
120 " Pollock;
1 Car Canso and Labrador Herring;
200 Boxes Assorted Soaps;
25 " Pearlines;
55 Packages Morton's Pickles;
3 Cases Sardines;
100 " Colman's Starch;
50 Boxes " Mustard.

TO ARRIVE—NOW DUE:

2 Cars Globe Flour;
1 " Manitoba D Flour;
1 " Oatmeal;

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13 South Wharf.

Nov. 12, 1889.

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1 Car Flour, Goderich,
1 " do Star,
1 " Oatmeal, Roller and Standard,
2 " Oats,
1 " Bran,
1 " Heavy Feed.

A. SINCLAIR & CO.,

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English Orrell Coal.

NOW LANDING at Robertson's Upper wharf, cargo very best

ENGLISH HOUSE COAL.

This coal is well known in St. John. Burns free, no clinkers, no dust, very little smoke, leaves small quanty of brown ash, economical in use and the only cargo imported here this year.

PRICE: $6.25 Per Chaldron while Landing.

BARTON GANDY,

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COALS.

IN YARDS:—Acadia, Pictou, Old Mine Sydney, Glace Bay, Reserve and Pennsylvania Soft Coals. Also—Broken, Egg, Nut and Chestnut Hard Coals. For sale by

R. P. McGIVERN,

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TO ARRIVE:

Old Mine Sydney,

Acadia Pictou, Caledonia, Springhill,

and all sizes, best quality

Honeybrook and free burning Anthracite

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Tel. Sun.

CARDENIA.

TO THOSE OF MY CUSTOMERS WHO HAVE within the past ten days been canvassed so persistently, both personally and by letter, for their oil business and received ridiculously low prices, I beg to say such prices are made expressly for the purpose of influencing the unfavorably toward me by making my prices appear unreasonably high; the reason given for such low prices as quoted you is, "the prices have gone down since you last bought of me." I beg to correct this statement. On the 15th August the New York price was ten cents, (the New York price should, as a producing market, price and has always regulated the price here) it is now 10½ cents, the retail price of oil was then one and one half cents per gallon higher than today. With no other reason for such decline than the desire of certain individuals to monopolize the trade, the piratical methods practised are only for the purpose of trying to ruin others business, thereby hoping to monopolize the business and eventually profit by monopoly prices. My prices are made, not with a view to injure my neighbor, but consistent with legitimate profits and the quality of the goods I sell. Patronizing Gardenia oil, asking for it, and insisting upon getting it, you will be encouraging legitimate business and denouncing piratical methods in trade. To those who have personally reported such quotations above referred to I have explained the motives that cause such absurd prices, and in every case the flimsy object has been seen and treated accordingly. I am instructed this morning to meet all prices until the manufacturers profit has been wiped out, then to allow others to have the business. To those who have not patronised Gardenia I would suggest doing so at once.

500 barrels Gardenia now on way by rail and vessel. I have a sample of this shipment in my office, and I invite competent judges to inspect it, it is the finest lot of oil ever imported, it is a pleasure to offer such goods. In stock, oils of all kinds for sale at lowest prices.

J. D. SHATFORD.

Tel. Sun.

Fine Watch Repairing.

I HAVE engaged the services of a FIRST-CLASS Watch, Repeater, Clock and Chronometer repairer, and will guarantee satisfaction to those needing such articles put in thorough order.

All work promptly attended to at No. 81 KING STREET.

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East End City.

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Photographic Opal Views of Saint John.

—ALSO—

Local Views of St. John in new styles. Christmas Cards, at

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80 King Street.

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Thoroughly Constructed, Attractive in Appearance, Brilliant in Tone, Reasonable in Price, Fully Warranted.

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The Drugs and Medicines are of superior quality and of standard strength.

None but Competent Persons allowed to Compound Medicine.

Night Dispensing attended to.

Prices low.

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185 Union st., St. John N. B.

PURE LEMON JUICE

A delicious beverage and just the thing for making

HOT LEMONADE,

which is so efficaceous in preventing and breaking up colds at this season of the year.

Price 40 Cents Per Bottle.

FOR SALE BY

PARKER BROS.,

Market Square.

"TOILET SOAPS."

Just received from the manufactory,

144 Boxes Fatherland,
96 " Baby's Own,
50 " Oatmeal,
48 " London Boquet,
1 Case Old Brown Windsor, Sea Foam, Prairie Boquet &c.

All of which I will sell at a small advance on cost, by the box.

CHAS. McGREGOR,

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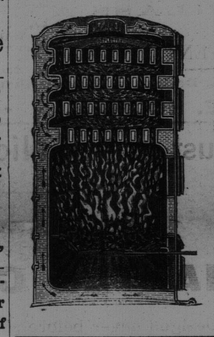

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