MC2398

POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sundays excepted) at No. 21 Canterbury Street.

JOHN A. BOWES, Editor and Publisher

SUBSCRIPTIONS.

THE EVENING GAZETTE will be delivered to any part of the City of St. John by Carriers on the following terms:

ONE MONTH	35 CENTS.
THREE MONTHS	$1.00.
SIX MONTHS	2.00.
ONE YEAR	4.00.

The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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. WEDNESDAY, JULY 10, 1889.

OUR ALTERNATIVE ROUTE.

The state of uncertainty in which matters have been for some time past, with regard to the granting of bonding privileges to the Canadian Pacific railway, has tended to make it doubtful whether any great increase in our freight business is to be expected from the construction of the [Short Line. As most of the freight passing from Montreal to Europe or from Europe to Montreal during the winter, consists of dutiable articles, it is clear that a refusal of the bonding privileges to the C. P. Ry. by the government of the United States would effectually defeat the high expectations that St. John has formed with regard to the beneficial influence of the Short Line on our business. But our people must not forget that the refusal of the bonding privilege to Canadian railways is a two edged sword which will work far more injury to New England ports which compete with St. John than it will to this port. At present Boston and Portland do the bulk of the Canadian shipping trade in winter, and both Boston and Portland are considerably nearer Montreal than St. John is, even by the Short Line. If the bonding privilege is granted we must expect to compete with these ports for the Canadian trade, and that too under the operation of the Interstate commerce law which will probably be imposed on the Canadian Pacific Railway as a condition precedent to the granting of bonding privileges. If the Canadian Pacific people are compelled to accept a high American tariff, based on actual mileage, and not allowed to give St. John or St. Andrews differential rates, it is clear that both Boston and Portland will have an advantage over us, so far as railroad freight charges are concerned. The bonding privilege might therefore be granted under such conditions that it would work rather to the injury than the advantage of St. John. But fortunately we are not dependent on the mercy of our Yankee neighbors, who have no friendship for us except where their own interests are involved. The people of St. John must remember that they have an alternative line to Montreal, which, although not so short as the Megantic line, has the advantage of running wholly through Canadian territory and which is a great deal shorter than the Intercolonial. By the Temiscouata Railway which forms a link between the New Brunswick Railway at Edmunston and the Intercolonial at Rivere du Loup, the distance from St. John to Montreal is only 603 miles, or 148 miles less than it is by the Intercolonial. As the distance from Montreal to Halifax by the Intercolonial is 850 miles, the Temiscouata Railway gives us an advantage over the Nova Scotia port of 247 miles or only 30 miles less than our present advantage over Halifax by the Short Line. Now if this bonding privilege is absolutely refused to Canadian roads, we will no longer have Boston and Portland to compete with, but only Halifax, and it will be strange indeed if St. John cannot obtain the freight business with such an advantage in distance in our favor.

SMALL COMFORT FOR THE GLOBE.

The disloyal Globe is deriving some comfort from a somewhat pessimistic article which appears in the Montreal Witness, in regard to the union of the Provinces. The Witness professes to feel badly because there are elements of disunion in the dominion, because there was recently a conference of the leaders of the provincial governments at which great constitutional changes were agreed upon and formulated, and because its demand for "a truly united Canada" is not immediately complied with. The Globe thinks this very strange talk from a Montreal paper so soon after the 1st of July. We do not see anything strange about the matter, it is only a proof that the editor of the Witness is a little more bilious than usual. The Witness, with the best intentions no doubt, has done a great deal to produce those elements of disunion, which it professes to deplore. The Globe, with the worst intentions, but with far less ability, has been engaged in the same work, ever since Confederation was brought about. Yet Confederation has survived all the assaults that have been made upon it, and at the end of twenty-two years a new generation has arisen, born under Confederation, who look upon the advocates of disunion with mingled curiosity and pity. Men grow old and die, but great principles live, and the weak-kneed Ellis, who is frightened into a faint at the prospect of going to jail need not now flatter himself with the idea that anything he can do, either in his paper or in parliament, will have the slightest effect on Confederation.

John L. Sullivan appears to have had enough of fighting and announces his intention of not entering the ring any more. This means an abdication of his position as champion of the world. It is to be presumed that Sullivan does not feel able to maintain this position against Mitchell or Smith, or he would not be so ready to surrender his newly acquired honors.

THE CARNIVAL.

We are now within ten working days of the date of the opening of the Carnival, and every one must feel the necessity of bestirring himself, so that the affair may pass off with the greatest amount of success. Much will depend on how the present Carnival is conducted, and the impression it produces on those who attend it. The main object is of course to bring strangers here, in order that they may see St. John and recognize its many and great advantages as a summer resort. The more attractive we make the Carnival, the greater will be the number of our visitors, not only this year but in the future years. People who have lived in St. John all their lives and who have grown accustomed to its unequalled summer climate, have but a slight idea of the impression which our weather produces on those who have lived in New York, Montreal, Toronto, or other inland cities. The year before last in New York there was a period of four or five weeks during which the thermometer never dropped lower than 88, night or day, a time when refreshing sleep was impossible and life was almost a burden. A man coming from such a sun scorched city to the genial and temperate climate of St. John feels like a person transfered to a new world, and will look upon this city as a future place of refuge from the intolerable heat of his home. It is therefore on all grounds most desirable that the impression produced on strangers by the carnival should be as decided as possible, and that every effort should be made to have it so great a success that all who visit St. John this year will wish to come again.

NOTE AND COMMENT.

Lord Dunraven's manly letter to General Paine, in regard to the proposed yacht race, ought to meet with a generous response on this side of the ocean. He is ready and anxious to sail against whatever yacht the New York Yacht Club may have selected to defend the America's cup, for any prize that may be offered. His only desire is that the merits of the yachts may be fairly demonstrated by the result.

British people all over the world will regret to learn that the health of Queen Victoria is far from good, and that she has became quite infirm. The Queen is seventy years of age, but the weight of her years should not be so great as to effect her seriously. The universal hope will be that she may live for many years to preside over the destinies of a free and prosperous people.

The Anti-Jesuit petitions which were to have been laid "at the foot of the throne" have met the fate which THE GAZETTE predicted, and the petitioners have been informed that the matter is wholly within the purview of the Canadian Government. However objectionable the Jesuit Estates Act may be, the reference of matters to Downing street, which the people of Canada are fully competent to settle among themselves, is still more objectionable.

The Castine, Me., people think that their port may become the winter terminus of the C. P. R. for freight coming from Montreal. They recently sent a set of resolutions to the inter-state commerce committee which were passed by the Castine Railway and Navigation Co., setting forth that all freight shipped from a United States by the Canadian Pacific should be shipped from the United States port. Castine they claim has the best harbor on the continent and it is the desire of the Castine people that it shall be made the shipping port of the Canadian Pacific, since it is but 215 miles farther from Europe than Halifax.

Our Toronto correspondent's letter shows what a magnificent demonstration that of Dominion day was in that city, and makes some valuable suggestions for a similar one in St. John next year.

There is said to be strained relations between Mr. Blaine and Mr. Boutelle, of Bangor, owing to a difference of opinion on a question of patronage. When Mr. Blaine passed through Bangor last, Mr. Boutelle did not call on him, a thing that never happened before. The New York Evening Post thinks this all very amusing and says:—

There is something very droll in the idea of a coolness between Mr. Boutelle and the author of his political greatness, for if Mr. Blaine had not by main strength lifted him into politics and public life, he never would have been heard of outside of the State of Maine. Mr. Blaine did this service for him, as he has done it for many other men of similar calibre, because he wanted him for a personal agent in his own political schemes. First and last Mr. Boutelle has been useful to him. He has sounded the praises of Mr. Blaine with great fluency and unction at all times and in all possible efforts. Mr. Blaine had him elected to Congress, where he has simply emphasized by his conduct the great value of the service which his patron performed for him.

The Hon. John Costigan, Minister of Internal Revenue is on his way to New Brunswick to visit his constituents who will be well pleased to see him, as will also be his many friends in St. John. The intrigues that were on foot sometime ago for the exclusion of Mr. Costigan from the cabinet seem to have failed.

The report that the French and Mackay-Bennett Cable Companies are to be amalgamated, suggests that the necessity for a Canadian cable should not be lost sight of. At present all the cables land on our shores but we neither own nor control them. A Canadian cable seems to be a necessity.

Train Wrecked With Loss of Life.

PITTSBURG, July 9.—A freight train was wrecked near here on the Pennsylvania road last night. Thirteen cars thrown from the track and burned. The train men escaped but a number of tramps were on the train. Two bodies have been taken from the wreck and it is thought six or eight more at least are killed. The train men estimate the list of dead and injured at 15. A tramp who escaped said there were at least 25 people on the train and of these only 8 or 10 escaped.

Will Meet King Louis.

LISBON, July 9, 1889. King Louis will return here on Thursday next, when he will receive Mr. Loring, the new United States minister to Portugal.

OUR TORONTO LETTER.

HOW DOMINION DAY WAS CELEBRATED.

The Anti-Jesuit Programme and the Millers Convention.

TORONTO, July 6.—It is not too late, I hope to speak of the Dominion Day celebration in Toronto. As you already know the principal features were a grand street procession of societies, citizens, military, firemen, etc.; then games and amusements of all kinds on the exhibition grounds; yacht races in the bay; speeches by several well-known gentlemen; and fireworks in the evening. There is no necessity for going into details. The procession occupied fifty minutes in passing a given point, not "an hour and a half," as one newspaper alleged. It moved at a rapid pace and might, if it had wished, have spent an hour and a half, but it didn't. The essence of the demonstration was not in the size of the procession or the variety of the amusements, or the brilliancy of pyrotechnics or the success of the public speaking. It was in the magnificent spirit in which old and young, rich and poor, cultivated and uncultivated, men, women and children of all creeds, classes, and conditions entered into the celebration. From the highest to the lowest, there was enthusiasm everywhere. Pleasure beamed on every face, everybody was gratified at having an opportunity to participate, whether as a spectator or marching on foot several miles on a hot day. Everybody turned out and everybody sported the maple leaf. I never saw as many maple leaves in my life—off the trees. To the Canadian the celebration was worth going a day's journey to see, because of the heartiness, the spontaniety, the wholesouledness of the entire proceedings. The public speaking was good; it might have been better. Evidently, no preparation had been made; and besides, five speakers are too many. There should be just one orator on an occasion such as this, and his oration should be the feature of the day. What is more, he should come from a good way off, and have something worth hearing to say. On that day the uttermost parts of the Dominion should be brought together. I would suggest that for next Dominion Day in Toronto, Professer Weldon, of Dalhousie college and Albert county, should be pre-empted. Let him have good notice and let him put his best foot foremost. The Professor, I am proud to say, is a hot favorite in Toronto. His speech in Shaftsbury Hall on Imperial Federation came near to lifting the roof. The newspaper men did their best to give a good report of his speech, but stenography was unequal to the occasion. It was a rouser. If you want a speech for Dominion Day in St. John take Colonel George Denison, police magistrate of Toronto. He is not a cultivated speaker of the highest type, but he stirs you up. He gives you points to remember. He doesn't beat about the bush. He calls a spade a spade. In a city founded by the United Empire Loyalists he would arouse unlimited enthusiasm for Dominion Day and Canada, and that is just what you want down there. He would go, too, if you wished it. I have no doubt that the example of Toronto will be contagious and that henceforth we will find Dominion Day a good day to set apart for national rejoicing, a day on which all classes regardless of politics or creed, can unite to do honor to the country which even Ben Butler is compelled to admit, is going to be the home of "one of the greatest nations of the earth."

We have had our anti-Jesuit Convention, and we are going to have in a few days the Ontario Millers' Convention, and it is going to be a big thing too. But before I dip into the miller's grievances let me explain what I understand to be the position of the anti-Jesuit movement. Petitions are circulating all over Ontario and in the English speaking sections of Quebec, requesting the government to disallow the Jesuit Estate Act. These petitions will be kept going until a day in August—the 5th I think—up to which it is possible for the government to disallow. It is said the petitions will bear fifty thousand names—for the correctness of the statement I cannot vouch, but the number, no doubt, will be very large as canvassing is going on actively. The government, of course, will not listen to the demand. The final day in August having passed, the Equal Rights Association and all in sympathy with it will than have the government petitioned to refer the constitutionality of the Act to the Supreme court of Canada; and this, too, the government will be obliged to refuse. These proceedings will keep up the agitation until Parliament re-assembles, which will probably be early in 1890, and at a comparatively early day in the session a resolution will be introduced, declaring the duty of the government to be to refer the constitutionality of the act to the Supreme Court as previously petitioned. Any one with half an eye can see that men versed in parliamentary tactics can propose resolutions enough during the session to keep the attention of parliament and the country fixed on this question and nothing else. It was given out that the ablest man in the movement—next to Principal Caven, who is an uncommonly long-headed party—namely: Mr. Dalton McCarthy, was weakening on the agitation, but he has addressed a letter to a friend repudiating the suggestion and stating that he will take an early opportunity of stating his views. Dalton has gone too far to back out, though his friends say he might have done so but for Sir John Thompson's speech cutting him up so badly.

As for the millers, like Mother Carey's chickens, they are around in time of trouble. There may be no necessary connection between the anti-Jesuit agitation and the millers' demands at this time, and still there is a connection. They are coming boldly to the front now, when they think the government want to hold old friends and make as many new ones as possible, with demands which they might otherwise have postponed until the eve of a general election. They are not satisfied with the considerable duty already imposed on flour—they want more. They say they are making no money; so they want a higher duty to enable them to make money. They pretend that they are being sacrificed to the United States millers and they are crying to have all flour imports shut out. Now what do these imports about which they are making such a row, really amount to? The imports of flour into Canada for 1888 were:—In Ontario, 1,547; bbls. Quebec 22,875 bbls, Nova Scotia 8,424 bbls., New Brunswick 1,823 bbls. Manitoba 321 bbls., British Columbia 23,700 bbls., Prince Edward Island 45 bbls., or a total of 60,545 bbls. The Ontario Millers are not fighting for the British Columbia market; so we may deduct that from the total, leaving in round numbers 37,000 bbls. of imported flour consumed in the Eastern Provinces which they wish to shut out. But the figures show that the Ontario millers have such complete control of the distant market in the Maritime Provinces that in the fiscal year 1888 only 10,292 barrels of United States flour were consumed there, and as the Province of Quebec, lying alongside of Ontatio, imported 22,785 bbs, the explanation of this state of things must be sought in some other direction than the tariff.

But when foreign flour importations are compared with the total consumption the pettiness of the millers' grievances arising out of the tariff is still more apparent. I have not at hand the Dominion Statistical Abstract for 1889 but in the volume for 1885 I find the following figures of flour carried over Canadian railways in 1887:—

Canada Atlantic	71,630 bbls.
Canada Southern	1,285,950 "
Canada Pacific system	997,048 "
Grand Trunk Railway	6,111,270 "
Inter-colonial Railway	755,460 "
New Brunswick system	62,500 "
Northern and North-western	125,226 "
South-eastern system	92,150 "
Other lines	1,606,538 "
Total	11,260,802

A considerable proportion of the flour handled by the Grand Trunk and the Canada Southern, and some on the New Brunswick system, would not be for consumption in Canada, but making large deductions for this and allowing for duplication over several railways, one can readily see what a bagatelle the imported article really is compared with the millions of barrels that go annually into consumption. I notice by the Intercolonial railway report for 1888 that in the year ending June 30, there were carried over that road alone 845,750 bbls flour, and I should suppose that the Intercolonia carries direct from Ontario to the Maritime provinces a half a million barrels a year, whereas the total consumption of imported flour in the Maritime provinces did not amount to over 10,292 barrels! figures which go to show that the Ontario millers need no more protection to keep the Canadian market than they enjoy at present, and that the agitation is not for control of the market, but for an increased price. If by combining in conventions they can succeed in forcing the House of Commons to increase the duty, the same combination will hold good to force up the price. The allegation that they are not making money is not true. Lots of money have been made by the very large establishments. What has happened in other branches of business and other industries is going on among the millers. The small capitalists can not compete with the large capitalists. The mill that turns out ten barrels a day cannot compete with the mill that produces its hundred barrels per day. The old, antiquated worn out machinery, suited to thirty years ago, cannot stand up against the mills working on the newest processes and with all the most modern improvements. In a word, John Brown, from Wayback cannot compete with the Ogilvies who buy wheat when it is lowest and always have flour to sell when flour is always up. So he sings out lustily for an increased duty on flour, and the few big millers are very glad to have the scores of small millers roaring for increased duty. It amuses the small fellows and does the big fellows no harm. What all will agree on in the end will be a huge combine that will hold out a hope for profit for the small men, while really giving the big ones more thousands to add to their pile.

POMPEY.

Provincial Points.

A young unmarried woman who gave her name as McLean, on her way from the States to her home in Prince Edward Island, got off the train at Fredericton Junction, Monday afternoon, and a few minutes afterwards, gave birth to a child on the roadside. She wanted to take the next train for St. John but was taken to a house near by, where she is now being cared for.

The steam boiler in Stephen Harlow's shipyard at Lockport, N. S., exploded with great violence at noon on Saturday, completely wrecking the boiler house. The workmen had an almost miraculous escape.

Two of the finest head of cattle ever brought to Halifax were purchased by Samuel Caldwell to be turned into beef. The animals were raised by G. Gordon, of Antigonish, and will weigh when dressed about 2800 pounds.—Halifax Mail.

The marriage of Lewis Deblois Millidge of St. John, to Mabel A. Jack, youngest daughter of the late Dr. Brydone Jack, president of the N. B. University, took place at the residence of the bride's mother, Waterloo Row, Fredericton, at 2 o'clock yesterday afternoon.

Conductor Alexander MacPherson, of the I. C. R., was married, yesterday, to Mary Helen MacPherson, daughter of the late S. D. MacPherson, of Fredericton.

A dividend of four per cent, on the capital stock of the People's Bank for the half year ended 3rd July has just been announced.

A large bear with cub paid a visit to Messrs. Elliot's lobster factory at Pugwash recently and remained there for several hours enjoying herself by shelling lobsters, and quietly walked away.

Ald. D. L. Jones, of Halifax, has decided to give his employees every Saturday afternoon during the summer. He inaugurated the idea on Saturday last by taking his carpenters, numbering about 35, to Wilson's hotel, at Bedford, where they were treated to an excellent dinner.

David Gibson of Northampton lost his dwelling house by fire last Wednesday morning. The fire was discovered about one o'clock, and so rapidly did the flames make headway that the family barely escaped with their lives and a very few articles of clothing. We learn that his insurance was very light in comparison to the amount of property destroyed.—Woodstock Press.

Samuel B Chute, of Berwick, marketed about 6,000 quarts of strawberries this season. L D Robinson comes next with about 5,000 quarts. J L Shaw, besides shipping 2,000 quarts of strawberries, expects to gather from his garden this season 100 bushels of gooseberries, 1,000 quarts currants and 3,000 raspberries.—Halifax Mail.

J. I. Delvierneau wholesale paint and oil merchant of Montreal has assigned.

Costumes. Costumes.

A FINE line of Fancy Costumes to let for the Carnival, and new ones made to order at short notice. Don't fail to look out for your outfits at an early date. Wigs and Whiskers to let.
A. L. SPENCER.

UNION CITY HOTEL.

Domville Building, Corner King and Prince William Streets, St. John, N. B.

THE subscriber will open the above named place for the reception of guests, about July 15th, and keep open till after the Summer Carnival. Every appointment will be new and clean, all first-class, no pains spared to make all comfortable that come. Centrally located, fine view and pleasant rooms, reasonable prices. Give us a call. A. L. SPENCER, Manager.

Dress the Hair

With Ayer's Hair Vigor. Its cleanliness, beneficial effects on the scalp, and lasting perfume commend it for universal toilet use. It keeps the hair soft and silken, preserves its color, prevents it from falling, and, if the hair has become weak or thin, promotes a new growth.

"To restore the original color of my hair, which had turned prematurely gray, I used Ayer's Hair Vigor with entire success. I cheerfully testify to the

Efficacy

of this preparation."—Mrs. P. H. Davidson, Alexandria, La.

"I was afflicted some three years with scalp disease. My hair was falling out and what remained turned gray. I was induced to try Ayer's Hair Vigor, and in a few weeks the disease in my scalp disappeared and my hair resumed its original color."—(Rev.) S. S. Sims, Pastor U. B. Church, St. Bernice, Ind.

"A few years ago I suffered the entire loss of my hair from the effects of fetter. I hoped that after a time nature would repair the loss, but I waited in vain. Many remedies were suggested, none, however, with such proof of merit as Ayer's Hair Vigor, and I began to use it. The result was all I could have desired. A growth of hair soon came out all over my head, and grew to be as soft and heavy as I ever had, and of a natural color, *and firmly set.*"—J. H. Pratt, Spofford, Texas.

Ayer's Hair Vigor,

PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by Druggists and Perfumers.

BOOTS and SHOES.

A large stock of Ladies and Gentlemen's fashionable

BOOTS AND SHOES

—AT—

MRS. McCONNELL'S,

King street.

T. PATTON & CO.,

Waterloo, near Union,

Are now showing

House Furnishing Goods in every variety;
Dress Goods in all the leading shades;
Wool Henrcittas, Cashmeres, Merinos, Serges, Grenedines, Fancys &c.

May 3.

G. T. WHITENECT,

157 Brussels Street.

HOUSE, SHIP, SIGN, AND DECORATIVE PAINTER.

Paper Hanging, Gilding, Whitewashing, Kalsomining, Glazing, Etc.

PUSS! PUSS!

You can buy one of our elegant new Clocks, a Turkish Rug, a pair of Lace Curtains, a Caster or almost anything you want, by paying

50 CENTS A WEEK,
NATIONAL SUPPLY CO.,
187 Charlotte street.

IMPORTANT TO ALL.

The Great Atlantic & Pacific Tea Co.
IS
Now running in first class order at
No. 3 King Square.

Their Teas and Coffees have been seected with great care and attention and are inferior to none in the Maritiml Provinces.

They will also retail Sugars at nett cost.

MR. J. J. CAIN, late of the L & C. Tea Co., who has had 20 years experience in the business has been appointed manager.

LATH TIES,

Shingle Ties,

Bed Cords,

Manilla Rope,

AT LOWEST PRICES.

W. H. THORNE & CO.,

Market Square.

G. R. PUGSLEY, L. L. B.,

Barrister, Attorney-at-Law, &c.

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RODS, REELS, LINES, BASKETS, FLIES, &C.,

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O'SHAUGHNESSY & CO.

READY FOR BUSINESS.

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GENTLEMEN:

You can have your Clothing put in good Order by sending them to

JOHN S. DUNN,
TAILOR.

Repairing, Pressing and Altering a Specialty.

THE CELEBRATED HAVELOCK MINERAL SPRING WATER.

The Water from this Spring has long had a local reputation as a remedy for various forms of disease and derangement of the system. The following is one of many testimodials received by the Proprietor.

HAVELOCK, N. B.
June 8th, 1889.

I have been for a number of years suffering from "Salt Rheum," but could find no relief until I used water from your MINERAL SPRING. Since then I have steadily improved, and would heartily recommend it to persons suffering from a similiar disease.

MRS. RICHARD THORNE.

For sale by

PARKER BROTHERS,
Market Square.

WILLIAMS BROTHERS,

Cash Grocery stores.

Save 35 per cent by buying your groceries for cash.

Prices as follows:

STAR FLOUR Bbl	$5.6
BUTTER, choice, lb	20
NEW CHEESE lb	14
COLEMAN'S STARCH lb	12
CORN STARCH, package	10
BIRD SEED "	8
WHEAT GRITZ bag	25
PICKLES bottle	15

WILLIAMS BROTHERS,
Corner Princess and Charlotte, and 115 Brussels street.

C. H. S. JOHNSTON,

House and Sign Painter;
Paper Hanger etc,
22 North Market street.
All orders promptly attended to.

NOTICE OF REMOVAL.

WE HAVE REMOVED our place of business to the store and premises in the next adjoining building.

No. 84 Prince Wm. Street,

Having our plant and machinery in order, are now prepared to do any work entrusted to us.

BARNES & CO.,
Printers, Booksellers and Stationers.
No 84 Prince Wm. street.

PATENT FOODS,

For Infants and Invalids.

Lactated, Mellin's, Ridges and Nestle's Foods, Robinson's Patent Barley, Corn Starch &c.

All of which I will sell at a small advance on cost.

CHAS. McGREGOR,
DRUGGIST,
137 Charlotte Street.

SCOTT BROTHERS,

GROCERIES.

CHEAPER THAN EVER.

STRAWBERRIES,
BANANAS,
PINE APPLES,
APRICOTS.
Sugar Cured Hams.
3 Waterloo st.

New Complete Stock to choose from at the

BOSTON SHOE STORE,

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Great Bargains Given.

"SUMMER CARNIVAL."

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Transparencies and Designs Furnished.

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—AT—

Taylor & Dockrill's,

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Ranges, Stoves, Kitchen Furnishing Goods, etc.

GENERAL JOBBING.

8 and 10 Waterloo Street, near Union St.

With a large experience and work that cannot be excelled, we solicit the patronage of the public.

W. M. CALDWELL, M. D.

PHYSICIAN and SURGEON.

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LANCASTER ROAD,
Fairville.

SPECIAL.

Ladies' India Kid Button Boots,

One dollar per pair.

Extra Value.

R. A. C. BROWN,
19 Charlotte St.

COMMERCIAL BUILDINGS

Goods for sale this day and until further notice,

BLACK AND BROWN SILK PARISOLS

at 90 cents each, former price 125.

PAULINE KID GLOVES.

60 cents a pair, worth 1.25.

COLORED OSTRICH FEATHERS

90 cents, good value at 2.00.

Striped Jersey Flannel at 12 cents a yard.
Victoria Lawns 12 cents a yard.
Colored Muslins at 10 cents, fast colors.

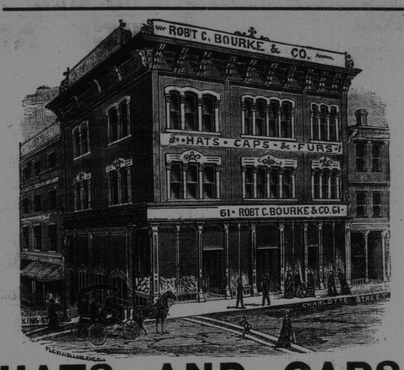
Corsets and Bustles at less than half price.

LACE CURTAINS very low.

CRETONNES, choice patterns at 9 cents.

Also a lot of Remants of Tapestry Carpets, worth 65 cents, selling for 35 cents; with a lot of Dress Buttons at 3c a dozen.

J. W. MONTGOMERY.



HATS AND CAPS.

We are now complete in all Spring Styles.

Robert C. Bourke & Co.,

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JOHNSON'S ANODYNE LINIMENT

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