

Custom Tailoring!

The man who orders his made-to-measure suit here is saving money. He is saving money. He is paying a fair price for good material, good workmanship, together with a fair profit to which we are entitled. That's all we ask for. There are no fancy prices here.

We are continually receiving new cloths. Our stock of Blue Serges is particularly complete.

Prices from \$12 to \$30.

Come in, take a look over our cloths. You run so risk. Your money back if not satisfied.

A. GILMOUR, FINE TAILORING,
HIGH CLASS CLOTHING.
68 KING STREET

Open at 10 o'clock p. m.; Fridays, 10 p. m.; Saturdays 1 o'clock.

SPORTING NEWS.

BASE BALL.

Clippers Win in Halifax.
HALIFAX, N. S., July 17.—The Clippers came over to play base ball with an all Halifax team and they succeeded in scoring 13 runs while the Halifax men were not able to get more than 5. The home men could not get a run, who was hit for only one hit and who had 14 strikeouts to his credit. Norris' backstop work was a feature of the game. The score: Clippers, 13; Halifax, 5. The attendance was only 500.
A second game will be played tomorrow afternoon.

Franklin's Win Again.
Nine times one make just nine—at least that is the way the Franklins count. Strange to say, that is the number of straight games the Franklins have won since they started on the championship bid.

Last night's victory over the Y. M. C. on the Victoria grounds was almost a shut out for the players hailing from the Charlotte street building. The score was 8 to 1.
The Franklins are again in second place, taking a jump over the Portlanders. The Portlanders and Franklins are playing a game for the position after the leaders. By their plucky, uphill work the south enders seem to be strong favorites in the league race.

Amateur League Standing.

Clippers	Won	Lost	P.O.
Clippers	12	8	419
Franklins	11	8	378
Portlanders	9	7	362
Y. M. C. A.	5	14	263

Tonight's game on the Shamrock grounds will be a bitterly fought contest. The opposing teams will be the Franklins and Portlanders, and from present indications it will be the game par excellence of the league race. If the Franklins win it will move them nearer the top, while the Portlanders are just as anxious to gain another step in the percentage ladder. The Franklins will proceed George and Mills as battery tonight, while the Portlanders will have Titus or Briggs and McLeod in the polenta.

A Red Hot Game.
Good old fashioned base ball was handed out last evening in the field at the corner of St. James and Wentworth streets. Vim Tea men and representatives from the express companies were the rivals for championship honors. The Vim won in the five inning contest by the comfortable margin of six runs. The score stood 3 to 2. At the end of the fourth inning the score was 2-2. Then the Vim got their blood up and sent six men over the plate at a 9th seconds clip. The opposing batteries were: For the Vim, Patterson and Cassidy; for the other chaps, Payne and Burpee. The Vim's name has not been learned. Perhaps he is trying to discover the whereabouts of the ball cover. He may be instructing some of the combatants in the art of stopping a ball face forwards. The ambulance was in waiting, but fortunately was not required. So says report.

With the Juniors.
The young Caribou defeated the Rockwoods at Port Howe last evening by a score of 10 to 1.

Crack Pacer Dropped Dead on the Windsor Club Track.
DETROIT, Mich., July 17.—At the Windsor Driving Club races today, King Charles, owned by D. W. Maloney of White Plains, N. Y., dropped dead on the track, at the conclusion of the final heat in the 2.00 pace. The animal was making a hard fight for a position when he staggered and fell just as he reached the judge's stand. Over-exertion, resulting in the rupture of a blood vessel, was the cause of death.

HOTEL ARRIVALS.

DUFFERIN HOTEL, July 17.—Mrs. E. H. Hawkins, Vineland, N. J.; Major R. Shaw Wood, London, E.; Blanche F. Kingsley, Boston; Helen L. Dennison, Chicago; J. A. Hill and wife, Boston; W. H. W. Keeter and wife, Manchester, N. H.; J. R. Murphy, Woodstock, N. B.; J. R. Hains, Montreal; J. P. Wagon, London; H. A. Black, Boston; D. B. Wallace, J. B. Kempton, Boston; O. M. Cochran, St. Martin; Fred S. Murray, Maryville; W. B. C. Jones, Riverside; C. J. Prescott and wife, Boston; H. C. Farman, Philadelphia; E. H. McLeod, Charlottetown; Miss Fletcher, Exeter, N. H.; S. H. Hilland, Toronto; Frank H. White and wife, Massena; Mrs. C. O. Field and wife, Brockton, Mass.; J. W. Kelley, Halifax; Mr. and Mrs. J. C. DuBois, Wapreque Falls, N. Y.; C. M. DuBois, New York; W. P. Eaton, Halifax.

USED A GUN.

Yesterday afternoon about 3 o'clock a slight breeze broke out in the house of William Cunningham on Adelaide street, north end. The breeze was soon on the scene and extinguished the breeze with little difficulty. They had quite an exciting trial, however, with Cunningham and his son Joseph, who violently resisted the efforts of the fireman to get into the house. The front door was locked and the father threatened the men if they attempted to break it open. Charles Brown, district engineer, forced his way in through from behind the door, and was in the act of removing a heavy trunk from the front door when Wm. Cunningham accused him of pilfering, and immediately struck him on the ear, knocking him down. Brown was on his feet in a moment and struck Cunningham back, but in some way the thumb of his right hand came in contact with Cunningham's teeth, and as a result got badly chewed up. By this time the fireman and the district engineer, who had succeeded in getting into the house, and came at once to Brown's assistance, who was then contending with both the Cunningham men.

Joseph Cunningham took a gun and levelled it at the men, and when asked by Brown what he was going to do, said, "I will soon show you what I am going to do." All this time Mrs. Cunningham was sending valuable assistance to her party, by using a broom to advantage on the heads and shoulders of Brown and Cavanaugh. The gun was finally taken from young Cunningham and handed over to the police, who by this time had arrived on the scene. Both men were placed under arrest by Policeman James Greer, and taken to the north end police station in No. 2 Salvage Corps wagon, where they were held in "dangerous looking weapons" were found on young Cunningham.

During the fracas young Cunningham got badly cut up, and when he emerged from the house in charge of Officer Greer, was a sorry looking sight. The father is 42 years of age, while the son is 19. Both men will be brought before Magistrate Ritchie this morning on a charge of resisting the firemen in the discharge of their duties, which is a very serious one. After the affair was over Mr. Brown had his thumb dressed by Dr. W. F. Roberts.

Y. M. C. A. BOYS' CAMP.

MARITIME BOYS' CAMP, Station 1, St. Martins, July 17.—It was a jolly crowd of boys that started to the maritime camp at St. Martins Thursday afternoon on the steamer Beaver. The voyage was a pleasant one, although the day was gloomy, and the boys enjoyed themselves as only boys can, even if the steamer did several gymnastic turns and performed stunts on the big waves. When the camp ground was reached the steamer dropped anchor and waited for daylight. The night was dark and the boys slept on board. The gods are more propitious today, for the weather is perfect and the work of pitching tents will be completed tonight. Everything points to a first class time at the boys' maritime camp this year.

LABOR DAY CELEBRATION.

A special meeting of the Trades and Labor Council was held last evening to discuss the question of Labor Day celebration. The matter was referred back to the labor unions for approval and a report is to be made to the Trades and Labor Council not later than the second Friday in August. The Trades and Labor Council decided to hold a band competition on the afternoon and evening of Labor Day, Sept. 7th.

WORCESTER, Mass., July 17.—Brenton H. Stickney, aged 44 years, committed suicide last night at the home of his brother-in-law, W. H. Brackett, this city, by inhaling illuminating gas.

WHAT THEY THINK.

The Opinions of Several Prominent Citizens on Mr. Blair's Resignation.

The following expressions of opinion re the resignation of Hon. Mr. Blair will be read with interest:

HON. WM. PUGSLEY.

The attorney general said: "The resignation of Hon. Mr. Blair deprives the government of one of its strongest members, and it will be found extremely difficult to fill his place with any one capable of exercising so potent an influence for the benefit of the province. His management of the department of railways, and particularly his management of the Intercolonial railway to a high standard, and his success in making it in every respect a first class railroad, has, I have found in conversing with people not only in the lower provinces, but in Ontario and Quebec as well, won for him great praise.

When one considers what a strong feeling there has been in the upper provinces, particularly in Ontario, against expenditures upon the Intercolonial, it can be realized what tremendous efforts Mr. Blair must have put forward and how persistently he must have argued with his colleagues to induce them to consent to the very heavy expenditure which has been made in recent years upon the Intercolonial, and which was absolutely necessary in order to put it in proper condition.

With regard to the question upon which Mr. Blair differed with the premier everyone will realize that the minister must have entertained a very strong view to induce him to part with his colleagues, with whom, as far as I have been able to learn, his relations have been of the most agreeable character. Mr. Blair, however, is a man of strong views, and having made up his mind that the course which the government intended pursuing would be detrimental to the best interests of the country, there evidently seemed to him, as an honorable and high-minded statesman, no other course open but to retire from the government and so avoid taking the responsibility for a measure of which he could not approve.

In answer to a question of the reporter as to whether he shared the same opinion as Mr. Blair as to the policy of the government in connection with the proposed trans-continental railway, the attorney general stated that he was not prepared to express a decided opinion, but so far as he had been able to study the question he had been in favor of the Grand Trunk Pacific building and operating a road through the center of the province. He had felt that even although it went to Moncton as its eastern terminus, it would necessarily have connection with St. John at the nearest available point, and being very much shorter than the Intercolonial, it would be more likely to be successful in bringing the products of the West in the winter season to maritime ports. He also felt that by reason of St. John being a port of call, it would not be a disadvantage to the Intercolonial, this port would be most likely to get the freight.

J. D. HAZEN, M. P. P.

J. D. Hazen, M. P. P., said Mr. Blair's retirement would undoubtedly be a great blow to the present government in New Brunswick. The breach between the cabinet and the Intercolonial was absolute and complete and would not doubt be widened as time went on. It was quite clear from Mr. Blair's own statement in parliament yesterday that his colleagues, the Intercolonial and the Intercolonial, were of confidence in him and had practically ignored him in framing the transportation policy, and had to all intents and purposes invited his resignation. Under such circumstances he had taken the only course open to him. In taking that course, however, he would have the satisfaction of knowing that the policy which the government proposed with reference to the Grand Trunk Pacific was a perfectly indefensible one, and would find few if any supporters in New Brunswick. I am, said Mr. Hazen, opposed to the construction in Canada of any more government railroads, and they are used and controlled for political purposes and are managed in the interest of the political boomer and party hack, and not in that of the country, and this will be the case until they are placed, as in Australia, in the hands of an independent commission. I know, he added, that in both parties there are men who hold different views, but I doubt if any one can be found in either party who would honestly endorse the proposal to build a road from Quebec to Moncton, a work which must destroy the Intercolonial as a commercial road for through freight. If the government had concluded that it was desirable to build a road from Quebec to the lower provinces, it should in the interests of all concerned have followed the valley of the St. John to the nearest Canadian winter port, when instead of passing through wilderness for a great portion of the distance it would have traversed one of the most fertile agricultural districts in the Dominion.

What effect Mr. Blair's action would have on the political parties in this province. Well, said the local opposition leader, there is absolutely no one to take his place. The liberal representation of the province is an unusually weak one as it is, and if as is indicated, several members decide to follow the fortunes of Mr. Blair, the party in this province will be broken into fragments. There are only two parties in Canada, and the fruitless efforts of two such able men as Peter Mitchell and D'Alton McCarthy do not encourage the idea that a third one can be formed with any hope of success or effectiveness. If the conservative party under the leadership of Mr. Borden oppose the government railway policy, I fail to see how there is open to Mr. Blair, if he intends to remain in public life, any other course than to once more throw in his lot with the party to which he belonged when he assisted in defeating the Mackenzie government in 1873.

You ask me what the attitude of the

conservatives of New Brunswick as a party will be towards Mr. Blair. I have no authority to speak for the party, but as a rule all political parties welcome to their ranks those who are prepared to loyally support their leaders and their political opinions.

W. M. JARVIS.

Mr. Jarvis, who is president of the board of trade, said: "Hon. Mr. Blair acted consistently from the first and his views are in accordance with a resolution passed by the board of trade at a meeting held in January last, when the board expressed a strong opinion favoring the extension of the I. C. R. across the continent through Canadian territory, and further that in granting charters to trans-continental lines that it should be the policy of the government not to grant subsidies either of money or of land to railway companies, but rather to consider that the right of way given by such charters was a valuable franchise owned by the people and so arranged that within a definite term of years they would revert to the people if so desired.

"Apparently Mr. Blair has occupied a difficult position for some time past. He has always been ready to assist in every way in promoting the interests of St. John and equally ready to listen to any suggestions made in the interests of this city, whether these suggestions came from his own supporters or from those, like myself, who took an active part on the conservative side in the last general election.

"Mr. Blair has done much during the last few years to secure for St. John the important position it now occupies as the principal winter port of Canada for the transportation of goods. His position is now so well assured that I do not think it can be seriously affected by his resignation, though we shall certainly miss his ready replies to any information asked for by the board of trade.

"I believe that the general opinion here is adverse to placing any new government trans-continental line or any part of such line under the control of any railway corporation, whether it be the Grand Trunk or another. Such corporations are naturally selfish and as pointed out by Mr. Blair, even if running rights were reserved over the line for other railways, so many difficulties could be put in their way by the railway holding the lease that it would be very difficult and almost impossible to take advantage of the privilege.

"Looking at the matter from the standpoint of the present conditions of Canada it may be well that a large railway corporation should show an active interest in providing greater facilities for the transportation of the produce of the West to the seaboard and the markets beyond.

"Looking to the future and the rapid development of the Dominion that seems likely to take place, it certainly seems very questionable if the Grand Trunk or any other railway should be given such a controlling interest in the traffic, as it seems probable would grow out of the arrangement which as far as we know has been decided upon by the government, and is now opposed by Mr. Blair.

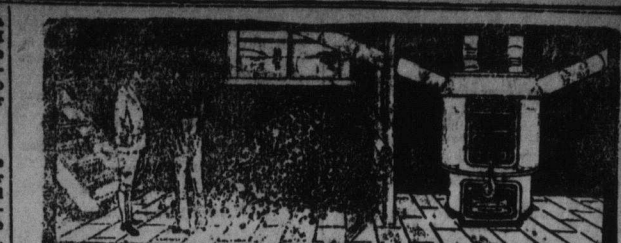
A. A. STOCKTON, K. C.

Mr. Stockton said: "At this stage it is difficult to express an opinion upon the difficulty which has arisen between Mr. Blair and his colleagues, and I am not yet sufficiently in possession of all the facts to form a correct or intelligent judgment. After reading Mr. Blair's letters to Sir Wilfrid Laurier, and which appeared in the papers Friday morning, I think there is a great deal to be said in favor of Mr. Blair's position as to what the policy of the government should be in relation to the Grand Trunk Pacific scheme, and the expenditure of public money for purposes of transportation. The Intercolonial Railway was guaranteed, under the terms of the British North America Act. It belongs to the government of Canada, and should continue to do so. Canada has invested a large amount of money in the construction of that railway, and in the public interest it would seem unbusinesslike for any government to aid in the construction of another railway, practically in the hands of a private corporation, to come into direct competition with that road.

"If it is desirable in the public interest that the public funds should be used to construct a railway from Quebec to Winnipeg to become a part of a line owned by a private company, built westward from Winnipeg to the Pacific, I can see no reason, from a business standpoint, why the government should not build and own the entire line. The government policy, as suggested by Mr. Blair's letter, appears to be to build the most expensive part of the line and present it to the private corporation, which corporation will build from Winnipeg westward through the wheat fields, where freights can be easily gathered. The proposition seems almost incredible. "What the effect of Mr. Blair's retirement from the government will be it is difficult at present to predict. Mr. Tarte and Mr. Blair have always been considered the two strongest men in the government, and with both of them out and an untidy effect must be greatly to weaken the government both in the house and throughout the country. It is, however, impossible to form a correct or intelligent judgment until Sir Wilfrid has announced in detail the government programme. No doubt Mr. Blair's present retirement will be somewhat grateful to him from a personal standpoint, as he has held office for over 20 years and has always been considered a hard working man, and now he will have an opportunity to have some rest."

A. L. MACRAE

said that the retirement of Mr. Blair from the government was a confirmation of the cabinet's policy of no time for the cabinet, and now he will have an opportunity to have some rest."



Sunshine Furnace

PROFESSOR: "Well Tom, how did that new furnace work this winter—save any coal?"
JANITOR: "Yes, sir! put in two tons less than last winter and have about half a ton left—guess it paid you to throw out that old coal—enter and put in this up-to-date SUNSHINE."
PROFESSOR: "Yes, I think so; and I noticed the house was comfortable in all kinds of weather. Easy to take care of?"
JANITOR: "Yes, sir! just had to attend it twice a day—never had any trouble with the fire going out, and didn't have to spend half my time sweeping, cleaning, shaking, dumping ashes, and all that sort of thing—wish all my customers had SUNSHINES."
In the end you pay more for fuel than the furnace in which you burn it—a furnace that saves fuel saves it's cost.
Burns coal, coke or wood. Catalogue free.

McClary's

LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, N.E.

that there were reasons for the minister's resignation, other than the proposed paralleling of the I. C. R. by the G. T. Pacific.

He thought the natural way for a new trans-continental railway to go to the Atlantic was by the St. John Valley route, which would bring both Halifax and Moncton nearer to Montreal than the proposed Grand Trunk Pacific would do. Mr. Blair's resignation could not strengthen the liberal party, and in some sections might weaken it.

BIT LIKE A DOG.

Between 10 and 11 o'clock last evening five sailors off one of the steamers in port attempted to take charge of King street and all parts in that vicinity. They attacked two gentlemen driving down King street and cut the harness off the horse. Added to that, they struck men and scared women on the sidewalks. Officers Wm. Rolston and Sullivan were informed of these men's actions, and at the corner of Market square and Prince William street the officers arrested them. All hands resisted, but the police were successful in landing them in the St. John street lockup. While they were being placed in the cells, one man, a big Italian, struck Officer Sullivan with the Yale lock used in securing the cell. When the man attacked Sullivan the officer dropped the lock, grabbing it, the Italian struck Officer Sullivan over the left eye, inflicting a nasty cut. After that the prisoner grabbed the same officer with his teeth by the left arm above the elbow. A piece of flesh was actually bitten out, and the officer was hit and kicked by this burly ruffian and three of his companions. The usage of the policeman was very severe, but he showed his gameness and held on to the fighting man and locked him up despite the man's associates and efforts to get him and themselves clear. Officers Finley and Totten, notified of the racket in the lockup, went down and helped to push the full party behind the bars. The charges are drunkenness and disorderly conduct and assaulting Sullivan, with assaulting a man named O'Neill on King street, and with destroying the harness. Officer Sullivan reports that the citizens who were on the street, and who saw the man's associates, and who were treated by the public on such occasions.

MR. CHAMBERLAIN'S POLICY UNPOPULAR IN THE UNITED STATES.

The prospect of Mr. Chamberlain's policy of preferential trade within the empire being carried into effect is not well received by the press of the United States. They foresee the loss of a large export business with England and realize that even the slightest preference in the tariff on food products would, in a short time, develop the gain production of our Northwest to ten times its present capacity and in Ogilvie's and other flour would capture the entire British market. It is now a well established fact that Ogilvie's Flour is superior to any flour made in the United States and it once it becomes established in any country it is bound to control the trade.

SUPREME COURT IN EQUITY.

A special session of the Supreme Court in Equity was held at Andover, Victoria Co., on Tuesday before Justice Barker, judge in equity, to try the issues of fact in a suit brought by Chas. F. Watson against J. A. Patterson for a mandatory injunction to compel the defendant to remove certain piers and dams erected at his mill on the Salmon river, which it was alleged interfered with the passage of logs cut by the plaintiff in present capacity and in driving the same down the stream. A large number of witnesses were examined for both plaintiff and defendant. The hearing of the case occupied three days. After address of counsel the court adjourned. Judgment was reserved. Thomas Lawson, K. C., appeared for the plaintiff; Silas Alward, K. C., for the defendant.

KALAMAZOO, Mich., July 17.

Willard M. Mitchell, Architect.
Office, 18 Ritchie Building.
PRINCESS STREET,
ST. JOHN, N. B.

Th following dry goods and gent's furnishing stores in the North End, refuse to take a mean advantage of the Saturday half holiday stores, and are keeping their agreement to close, which some of their competitors treated so lightly.

C. J. EAGLES & CO., D. J. DELANEY, Dry Goods.
ROBT. J. CUNNINGHAM, WM. A. WETMORE, Gent's Furnishings.
Your patronage of these stores is solicited.

WANTED—A case of Headache that KUMFORT Powders will not cure in

Opera House.

TWO WEEKS, STARTING

MONDAY, JULY 20th.

MARTIN SHEELEY

Introduces the Eminent Actor

Mr. William Owen

J. W. McCONNELL,

AND COMPANY OF PLAYERS, PRESENTING ROMANTIC AND CLASSIC PLAYS

PRICES—25, 35, 50 and 75 CENTS.

CANADIAN PACIFIC

Through Fast Express leave

ing Halifax at 8:45 a. m.

St. John 6:00 p. m.

Daily except Sunday.

First and Second Class

Coaches and Sleepers

Carries Passes and Tourist

Sleeping Cars.

The Fast Train leaving

Montreal every Sunday

Wednesday and Friday at

11:40 a. m., making the run

to Vancouver in 37 hours

Carries Passes and Tourist

Sleeping Cars.

Pacific Express leaves Montreal 9:30 a. m.

daily, carrying First and

Second Class Coaches, and

also Sleepers, and du Thru-

day carries Tourist Sleep-

ers. Reaches all points in

Canada Northwest and

Columbia points.

Write for descriptive matter, rates, etc., to

D. P. A. C. P. R., St. John, N. B.

Telephone 225a.

JOHN McGOOLDRICK, Agent.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.

Telephone 225a.



KUMFORT HEADACHE POWDERS

THE picture illustrates your feelings when in the grasp of those racking and splitting headaches. What you need is not something that deadens your nerves and dulls and otherwise injures you, but a good, safe, reliable medicine like KUMFORT HEADACHE POWDER. These powders are made of the very ingredients Nature intended for the cure of headache sure headache cure.

They have been a standard remedy for many years. They have no superior. We do not claim that these headache powders are cure-alls, or that they will do the impossible, effectively in cases of headaches of all kinds. You can get KUMFORT HEADACHE POWDER for 10 cents for four powders; 25 cents for twelve powders. If desired, you can secure them direct from us on receipt of price.

John D. Buckley, Merchant at Nagsville, N. B., writes: "I have used them for years. They are a good thing for my headache."

N. S. MILLER, of Newcastle, N. B., writes: "I can safely recom-

mend Kumfort Headache Powders. They are a good thing for my headache."

A. V. SAVOY, of Neguac, N. B., writes: "They are the most satisfactory and perfect cure for headache I have ever known."

THE F. G. WHEATON COMPANY
Limited
FOLLY VILLAGE, N.S.

In VIM TEA you get Tea, Cane, Premiums with Vim Tea