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POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sunday excepted) at No. 21 Canterbury street.

JOHN A. BOWES, Editor and Publisher.

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ADVERTISING.

We insert short condensed advertisements under the heads of Lost, For Sale, To Let, Found and Wants for **10** *CENTS each insertion or* **40** *CENTS a week, payable ALWAYS IN ADVANCE.*

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

ST. JOHN, N. B., TUESDAY, APRIL 29, 1890.

For the Latest Telegraphic News look on the First Page.

THE EXODUS AND THE GLOBE.

Nothing affords the Globe so much delight as the publication of anything which tends to discourage our people and to cause them to lose faith in the future of their country. Next to a slur at the British flag, or a sneer at the British Empire, an exodus item is the most grateful thing that the editor of the Globe can find to publish. Last evening the Globe came forward with its usual cheerfulness when engaged in a bad cause and quoted two exodus items from the Woodstock Press and the Sussex Record and it rejoices greatly in the fact that both these papers are Conservative journals. The Woodstock Press, it appears, has been complaining of the loss of population in the fine county of Carleton and stating that many of the young people are leaving there to make homes in the neighboring republic. The Sussex Record says that the same thing is true of that town, and it also undertakes to say that it is true of nearly every county in the Maritime Provinces. The Record adds that if this keeps on something will have to be done to stop the exodus or else our farms will be depleted of all our young men. The Globe of course attributes all this to misgovernment in Canada and what it calls constantly increasing taxation, quite oblivious of the fact that the same thing is going on in every one of the older states of the American union. The exodus, whatever it may amount to, is not an exodus from the Dominion of Canada alone, but it is an exodus from the farm to some easier way of making a living. The farmer boy who grows up in Carleton county or Kings, on land which has been tilled by his father's frequently becomes imbued with the idea that he can make an easier living and do better for himself by going to some large city and engaging there as a laborer or a servant of some one else. That this idea is fallacious in general is abundantly proved by many examples, but it has never been found that the failure of one person to achieve a fortune in the land to which he has emigrated has deterred others from following him. The farmer boy does not know how well off he is as he *lives on* and tills his father's acres, until he learns by bitter experience in another country how hard is the lot of those who are no longer their own masters but who have to serve others, and live where the struggle for existence is much more stern than it is with us. It is a remarkable fact that the great State of Illinois, which is perhaps the best piece of agricultural territory in all America, has not increased in its rural population to any appreciable extent during the last ten years, but if anything, has rather lost. If Illinois with all its advantages, with its nearness to the greatest produce market in America, with all the other conditions which are favorable to the prosperity of the farmer, cannot offer the farmer's son sufficient inducements to persuade him to remain on the farm why should we complain if a few of the farmer boys of Kings and Carleton counties go abroad to seek what they call their fortunes, in the cities of the United States. For our own part, so far from discouraging an exodus of this kind, we think that there is no better educational process, that there is nothing that is so well fitted to make a sensible young man contented with his own country as to spend a year or two abroad. Until he does so, the farmer's boy or home bred youth of New Brunswick has no idea at all, how well situated he is, and when he has tried another country and discovered that he has been misled and deceived, and that life there is harder than it is here, he will be the better prepared to settle down quietly in the position to which he was originally born, and which he had despised simply because he was ignorant of the conditions of life in other places.

INDIAN MISSIONS.

The question of Indian missions was brought up prominently before the people of St. John last evening at a meeting held in connection with Trinity Church. At that meeting the Rev. E. F. Wilson, the founder and manager of the Church of England Indian Homes, at Sault Ste. Marie and Elkhorn, delivered an address on the subject in which he is mainly interested. He had with him two Indian boys of the western tribes, who were pupils in one of his schools and he related at considerable length the progress of Indian missions in that part of America in which he resides.

The subject of Indian missions is not a new one by any means. The first efforts of the discoverers of this continent were directed to the task of converting the savages to Christianity. Their zeal for the Christian religion as much as a desire to extend the boundaries of their empires sent adventurers from France, Spain and other European countries to this new world to face the dangers and privations inseparable from the founding of new settlements here. At a very early period in the history of Acadia Indian missionaries commenced the work of converting the savages, and it was not long after the arrival of Champlain and his companions on our shores that the whole of the Indian tribes in what is now New Brunswick and Nova Scotia were nominally Christians.

The efforts of various religious denominations, of Roman Catholics, of Methodists, of Presbyterians and of the Church of England, have since been steadily directed to the work of converting the savages of America. Yet we think it will be admitted that when the net result is summoned up it will not be found to be very great. Although the Indians who made raids on the border settlements of New England from Canada a century and a half ago were nominally Christians we have never learned that they were, on that account, less savage or blood thirsty, or that the original hardness of their nature had been in the slightest degree softened by the teaching of the doctrines of Christ. The same thing has been found in respect to the converted Indians all over America, and it is a rather singular proof of the fact that Christianity has little effect on the Indian nature, that we find that Mr. Wilson's two boys who displayed themselves on the platform last evening, showed as much proficiency in the war dance as they did with the texts of the bible. While we would not desire in any respect to impede the spread of Christianity among the Indians it must occur to many that the efforts that are being made in behalf of these savages might be more usefully directed to the improvement of the condition of our own heathen, who live in our midst and who, while nominally Christians, are utterly without the light of the Gospel. The question of Indian missions, no doubt, will have to be considered at some future time in connection with the larger question of missions to the heathen which, it must be admitted, have not produced those results which were anticipated from them earlier in this century. No doubt something is gained by the education of the Indian, but even in that direction the result is not very promising, for it is found that the Indian with whom the most pains has been taken frequently relapse into savage life when they pass out of the hands of their instructors. To our view the Indian missions have not vindicated their usefulness.

NEW BRUNSWICK AND ONTARIO.

We publish elsewhere a letter written by a special representative of the Toronto Globe, who has recently visited St. John, which will be read with some degree of interest by our people. The main features in it are the friendly expressions which it uses with regard to this province, the spirit of unity which pervades it, its hopefulness of the future of St. John, and the account of an interview with an Ontario man long settled in New Brunswick who seems disposed to abuse the province in which he was born.

We are quite in accord with the Globe correspondent in regard to the bright future which appears to be in store for this city. As he truly observes, a city which has survived such an overwhelming disaster as the great fire and such a radical change in its business as the loss of shipbuilding involved, must have elements of vitality which will carry it to the front and make it great and prosperous in the future. There cannot be a doubt that St. John has seen its worst days, and that at no distant period it will display a degree of growth and enterprize of which our people can hardly now form a conception. With regard to the feelings of St. John people towards Ontario, we can assure the Toronto Globe that the alleged Ontarian who was interviewed by its correspondent does not by any means represent them. There is no feeling of bitterness towards Ontario among the sensible people of St. John, the only quarters in which such feelings are found being among a set of disgruntled Grits, who were originally opposed to the union of this province with old Canada. These people, soured and embittered by the failure of their plans and sometimes ready to advocate annexation out of pure spite, have naturally hard things to say of the people of Ontario, but they form a very small minority of the population of St. John.

The great majority of our people, however much they may differ from the people of Ontario in regard to some matters of policy, are proud of that fine province, which is so energetic and so loyal. They are proud of the enterprise of its people, which is so abundantly shown in its public works and in other ways, and they are glad to admit the leadership of men who are of the same race as themselves and who are largely descended from the United Empire Loyalists who likewise founded this province.

As to the statement that if the people of New Brunswick had the thing to do over again they would not enter into the union, we regard that as the merest nonsense. If New Brunswick as it was prior to confederation could be brought up before us in its full reality, the people of St. John, would be so little enamored of it, that they would haster to enter a union, which had been of such benefit to the city, and the province. Before confederation we had no means of communication with the upper provinces at all. Now we have three lines of railway to the west. Before confederation we had no railway connection with the United States; now we have excellent communication with all parts of the continent. Before confederation our only railways were the St. Andrews Road and the line to Shediac aggregating less than 200 miles. Now we have upwards of 1400 miles of railway with a prospect of more in the near future. Our people are duly sensible of these things and of the advantages which confederation has brought to them, and although they may sometimes be dissatisfied with certain points in the policy of the government, they are on the whole loyal to Canada, proud of their connexion with this great Dominion, and ready to do their part to make the union which exists between the various British provinces of North America lasting and beneficial.

NOTE AND COMMENT.

Every one in St. John who has the good of humanity at heart will wish abundant success to the Sailors' Home, which was formally opened last evening. Too much credit cannot be given to the charitable lady who has so generously devoted her means to the improvement of a hardly used class of men who suffer almost as much from their more generous qualities as from their vices.

The name Western Territories is to be given to what we now call the Canadian Northwest. The change is one which will better express the relation of these territories to the rest of Canada than the name which they now have. A name is often a matter of considerable importance and in this case, no doubt, there are excellent reasons for giving these fertile areas a new and more suitable designation.

The Sun is very angry because the report of Engineer St. George Boswell on the Leary dock plans is favorable and speaks about violating the agreement which was made to refer the plans to Engineer Endicott. If the plans had been referred to Engineer Endicott and his report had been favorable what a bawl the Sun would have raised at the iniquity of referring the matter to a "Yankee engineer," "a foreigner" and "a countryman of Mr. Leary." Mr. Boswell is an Englishman and has been employed by the government of Canada on the engineering staff of the graving dock at Levis and Princess Louise Basins, Quebec, from 1876 until the present time. But this fact only makes the Sun the more angry.

The Toronto Mail says:—

The question "Has the Dominion a literature?" has been answered in the affirmative by Louise Chandler Moulton, who reviews the poems of Prof. Charles G. D. Roberts, of Kings College, Windsor N. S., in the Boston Herald. She speaks of Prof. Roberts' poems in terms of eulogy.

We cannot be too profoundly thankful at this remarkable discovery that Canada has really a literature. True it is not a very big literature for it merely embraces the alleged poems of one college professor, but still it is enough to save us from being regarded as altogether illiterate barbarians. Professor Roberts and his friends ought to engage the services of an advertising agency to make known to the people of this Dominion that Canada has a literature and that Professor Roberts is its sole representative.

Mr. Ellis is evidently alarmed at the disclosure of the weakness of the Grits and the losses they have sustained in consequence of the Equal Rights movement, as disclosed by the result of the Ottawa election. In an article which he telegraphed to the Globe of yesterday he says:—

The equal rights party had no hopes of winning the day, but they declared they would surprise people and they have done so. What the result will be cannot be foretold, but no doubt fresh vigor will be given the party, and they will be encouraged in their task of urging forward the equal rights movement. The first test of their real strength will be at the coming elections in Ontario. Sir John's lieutenant in Ontario is carrying on his campaign against Mr. Mowat on the same lines as the equal rights movement and the contest on Saturday will doubtless have the effect of at least seriously alarming Mr. Mowat's friends.

This means that Mr. Ellis believes the Grits will be defeated at the coming Ontario elections.

IN THE EAST.

The Canadian Pacific Short Line—The Growth of St. John—Terrible Names—Ships, Lumber and Farming.

[The Toronto Globe's Special Commissioner in New Brunswick.]

ST. JOHN, N. B., April 21.—Coming to this city from Toronto there is only a slight and brief sense of strangeness. There is a home-like air about the place that it is hard to account for. St. John stands at the mouth of a river of the same name, with a foot on each side the tidal waters. A semi-circle of hills hems it in so closely that the expanding city is climbing up the steep precipices of rock. So that it cannot be the location of St. John that reminds the Torontonian of home. It must be the people, vigorous, stirring business men, and the appearance of the stores and offices.

The growth of St. John during the twelve or thirteen years since it was destroyed by the great fire is marvellous. For years after that heavy blow her business men labored under a burden, but during the past five or six years they have again felt the breath of encouragement. Trade winds have blown in this direction, and there is a sturdy hopefulness in business circles. The transition in shipbuilding from wooden to iron vessels took from St. John one of its chief sources of prosperity. It speaks for the substantial advantages of the city that two such blows as the fire of 1877 and the wasting away of the shipbuilding industry could fall upon it and the city come out with brighter hopes and stronger claims to consideration.

The past year another element of hope has encouraged St. John. There are several elements of hope that I may tell you about, but at present I mean the improved railway connection with Western Canada given by the Canadian Pacific Railway's Short Line across Maine from the Eastern Townships. This line was completed by the C. P. R. last June and operated amid the jubilations of Southern New Brunswick. It shortens the journey from Montreal to St. John by nearly 300 miles, and as a factor in the city's seaport pretensions is of material importance. The line is valuable for competitive purposes, and also for patriotic purposes. It reduces the difficulties and disabilities that attend the development of a Dominion so far-reaching as ours.

It has perhaps not always been the case, but it is now, I believe, that the people of Ontario and the West are growing more deeply interested in

THE ATLANTIC PROVINCES.

As our knowledge grows so I am sure will our interest. We may soon hope to divest ourselves of the belief that this people down here are a community of unlettered fishermen and rough, rude lumbermen, without the brains, the finesse and financial genius of ourselves and our near neighbors. Ontarians call the people down by the Atlantic New Brunswickers, Nova Scotians or Prince Edward Islanders, while they are themselves Canadians. But that little piece of egotism doesn't mean anything but that Ontario is very well pleased with herself. Ontarians value the brotherhood of the Bluenoses. They do not forget, either, the existence of their Maritime relatives—not for long, at any rate—for let a question of tariff arise in which the interests of all parts of the Dominion are scarcely in harmony, and the Maritime men confront them with their sturdy presence. And in a trade arrangement in which the people down here are concerned, in the procurement of Federal assistance, be it for railways, the development of the marine trade, or whatever it may, the eastern end of the scale weighs down with a plump certainty that must be very comfortable to the Parliamentarians when they face their constituents. It pleases Ontario to call herself a milch cow—not a patient uncomplaining bossy, she will confess—yet, while she grumbles, not a word of impatience is heard aimed at the connection with these Provinces. They round up the Dominion—and, talking of the symmetry of the Dominion, that incursion of the State of Maine northward like a wedge between New Brunswick, and Quebec is a sad

DISFIGUREMENT OF THE GEOGRAPHY.

It should italicise the name of Lord Ashburton in Canadian history. Coming over the Short Line one has an emphasised sense of the loss of that territory. The territory may not be worth much in the money market. Agriculturally it is worthless, and the forest of tall, slender pines that stand close as sugar canes find but a precarious livelihood on the rocky surface. It is not the commercial consideration, but if the geography had been fixed in the way in which it should have been in reasonable honesty, Canada would have now another stretch of as picturesque scenery as can be found on the Continent.

The C. P. R.'s Short Line, as they suitably term it, runs along the southern portion of this beautiful expatriated "pond region," and while it does not take in as much territory as Canada claimed rightfully, it would make an agreeable boundary. It carries the tourist through the most varied landscapes and water views.

SHIPS AND LUMBER.

Visitors to St. John, with access to the columns of a newspaper, invariably, as I am informed, write of the lumbering operations of this port and the Province, and have told all about the fishing industry. This has been natural enough for from these the city and the Province have received wealth and advancement. St. John has become known to us as a ship-building city and New Brunswick as a lumber country. People west believe there is no other source of prosperity for them. As stated, ship-building has almost ceased here by reason of the change in the market world from wooden to iron steel vessels. Yet the City of St. John is far from being crippled, is enjoying new life. Large iron manufactories have grown up, and brass foundries also. An export trade in lime is yearly expanding, the rugged mountains that surround the city and break the formation of the district being rich with limestone. Just as there was a vitality in the city that was stronger than its one-time greatest industry, so I am assured there is a source of wealth in the Province that will continue when the forests are depleted and the fisheries impoverished. These days are far in the future, and in the meantime agriculture will supplement the revenues from fish and lumber.

It is a new gospel, this claim of agricultural possibilities. The settlement of the Province is now almost confined to the valley of the River St. John on the west, the counties along the Bay of Fundy on the south and up the coast of the Gulf of St. Lawrence on the east. The great stretches of land in the centre and north are almost uninhabited, except for occasional hamlets of a few houses where a handful of lumbermen may live on the banks of some stream. And yet the

POSSIBILITIES OF THE COUNTRY

agriculturally are declared to be rich. Farmers who devote themselves to their farms are well-to-do and contented. The trouble has been that a man was first either a fisherman on the coast and in slack seasons worked on his clearing or he spent the winter in the lumber camps and the early summer months on the river drives, only attending to his plot of land when he got a chance. The reason for this system of double-barrelled avocation is easily given. Lumbering and fishing gave ready cash at good wages. In the early days there was a readier market for labor in the woods and for fish than for farm produce. It needs a different class of settlers to make any farming lands pay. The habits of the fishing farmer and lumbering farmer in most cases seem to be too firmly established to be changed. If there comes a bad lumbering season and the settler doesn't get his money from the contractor, he and his family almost starve, and he declares his neglected land worthless and the country no good. He is told of $2 a day wages in the camps in Wisconsin or Mschigan, and off he goes, and New Brunswick is cursed as unable to support a settler.

A story was told me to-day of a number of settlers on the Tobique River, a tributary of the St. John, some distance north, who, by changing their migratory plan of agriculture have become prosperous. About ten years ago these ten settlers living in poor huts, with difficulty keeping body and soul together, determined to stay on their plots of land and leaving lumbering alone,

ATTEND TO FARMING.

Now they have all got comfortable houses, with live stock and farm machinery, and there is about the little settlement an appearance of comfort. It is said there is an easily distinguishable prosperity about the places of the out-and-out farmers as compared with the other class of settlers.

The agriculture of this Province is not the same as in any other Province. There is practically no wheat grown, scarcely enough to grind for the farmers themselves. Oats can be grown and there is a considerable quantity of buckwheat, although not enough to supply the home market. Potatoes are the staple land product of the Province and are shipped in large quantities. Hay, too, is a good crop, and it also goes to outside markets. Beef and sheep raising might be developed very largely and be made profitable. At present Chicago beef is brought to this market. The dairy's products are still inconsiderable, but the possibilities are important. There are many wide stretches of arable virgin land, and to their settlement the authorities are looking and working. The line of the Temiscouata Railway will run through the centre of the now unopened district.

I talked with a man to-day who delivered himself of some vigorous English when talking of Ontario. He himself an Ontarian, but having come here many years ago has, as he put it,

EMPTIED HIMSELF OF TORONTO,

and taken to himself the interests of the maritime people. "Ontario!" he exclaimed, and that exclamation mark cannot convey the meaning in his impatient voice, "Ontario is our bugbear; we want none of it. We are not looking in her direction. We are not looking to the West but to the East. We find Ontario a drag on us and on our trade. We only know that a parcel of millers in Ontario have put a tax on the flour we use, and for a few manufacturers we must pay duties. We know that because of Ontario we must pay tribute to get into our natural market. To us Ontario is the Province that hampers our progress. If we develop and prosper it is in spite of her. Can you expect us to look to her with enthusiastic cordiality?" And he voiced the feeling one meets here among all classes of business men of suppressed exasperation. "Do you suppose New Brunswick would go into Confederation as it is now?" asked a prominent business man of me, and then answered his query:—"Certainly not! She is in it and cannot get out. I don't know whether she wants to leave the Dominion; she is hoping for a change. Of one thing you may be sure—if she were free and a proposition of Confederation as Confederation is now were made, New Brunswick would remain out." J. E. A.

Uncle Sam's Unwelcome Wards.

WASHINGTON, April 25.—Attorney-General Miller has informed the Treasury department, under date of April 19, that there are 19 Chinamen now in custody of the United States Marshal of the state of Washington who were arrested and tried for coming into the United States in violation of the Chinese Exclusion act. He recommended, in accordance with a suggestion from the Secretary of State, that notwithstanding the presumption that these Chinamen entered the United States across the British border they be returned to China at government expense for the reason that the men could not be returned to British territory without the payment of $50 each, and even then might probably again evade the United States officers and return to this country. Secretary Windom has adopted the recommendation, and has instructed the Collector of Customs at Port Townsend to see that the men are returned to China in the most economical way by a vessel bound direct to that country.

The Behring Sea Question.

WASHINGTON, April 25.—One of the questions considered at today's cabinet meeting was the policy to be persued by this administration for the protection of American seasts in Behring sea during the fishing season. The revenue fleet at San Diego is awaiting instructions to the north. It is [illegible] will be settled in a

CHEAP STOVES FOR SPRING TRADE.

Notwithstanding the recent advance in prices by the stove founders, we shall continue to sell our present stock of **COOK STOVES & RANGES** at old prices.

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

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

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

EMERSON & FISHER,

75 to 79 Prince William Street.

WALLPAPERS.

I have a few lots of the above to clear out. Cash buyers can save money by looking at the goods and prices.

PICTURE FRAMING A SPECIALTY.

A large stock of

FRAMED CHROMOS.

FOR SALE CHEAP IN PAIRS.

D. J JENNINGS, - - 167 Union St.

ROYAL INSURANCE COMPANY

OF LIVERPOOL, ENGLAND,

REPRESENTING

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

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GENERAL AGENT FOR NEW BRUNSWICK,

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

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ALDERBROOK JERSEY CREAM

140 Rolls Gilt Edge Butter.

Alderbrook Henery Eggs,

FRESH EVERY DAY.

GEORGE ROBERTSON & CO.

50 KING STREET.

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

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

—ON HAND—

STOVES, RANGES, FURNACES, STOVE PIPE AND TINWARE.

—FOR SALE LOW—

Large Cook Stoves and Ranges, suitable for small hotels or boarding houses.

—IN STOCK FOR REPAIRS,—

Castings and Fire Brick for Climax and other Ranges

Hot Water and Steam Heating Apparatus,

Plumbing and Gas Fitting. Special attention to repairs.

A. G. BOWES & Co., - 21 Canterbury St.

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LOCAL HOUSE ON WHEELS.

How? By every member and every other sensible man buying a

"WHIPPET" BICYCLE.

Yes, but our roads are very different from the English roads. True, but we have a *MACHINE* that runs as easy as any buggy.

Positively NO Jolting.

Perfect IN Simplicity.

Those who have used them have been surprised at the very good result. Send or Catalogue with references from the rough roads of Australia, Belgium, Russia, France, West Indies, United States, etc. Order early from

A. ROBB & SONS, - - Amherst, N. S.,

Sole Agents for Maritime Provinces.

Livery and Boarding Stables,

Sydney Street, St. John, N. B.

DAVID CONNELL.

Horses Boarded on Reasonable Terms.

Horses and Carriages on Hire. Fine Fit-outs at Short Notice.

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Just received a large lot of

Ready-Made Clothing

CONSISTING OF

Men's, Youths and Boys

Suits and Spring Overcoats.

—ALSO—

500 Pairs of Pants

—AND—

300 Odd Coats.

The above named goods in addition to our already large stock makes it a desirable one for intending purchasers to select from.

Our prices are lower than the lowest.

Also a fine assortment of Scotch, English and Canadian

Tweeds, Diagonals, Corkscrews, Cheviots, Serges, Yacht Cloths

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SPRING OVERCOATINGS,

A perfect fit guaranteed. Gents' Furnishing Goods in great variety.

T. YOUNGCLAUS.

City Market Clothing Hall,

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400 lbs CHOICE BUTTER

For Sale at

J. E. Dean's Grocery Store,

Cor. Duke and Carmarthen Streets.

Intercolonial Railway

Tender for Oil.

SEALED TENDERS, addressed to the Chief Superintendent of the Intercolonial Railway, Moncton, and marked on the outside "Tender for Oil," will be received until Saturday, 10th May, 1890, for the whole or any part of the oil required by this railway during the year commencing July 1st, 1890.

Copies of the specification can be obtained from T. V. Cooke, General Store-keeper, Moncton.

All the conditions of the specification must be complied with.

D. POTTINGER,
Chief Superintendent.

Railway Office,
Moncton, N. B., 21st April, 1890.

X SCOVIL, FRASER & CO., X

OAK HALL

CLOTHING HOUSE,

Corner King and Germain Sts.,

Leading Clothing House of Saint John

S I X

Six Sound Reasons

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TRADE WITH US:

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You want to Save Time, and we can suit you without the loss of a minute.

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You want to feel good all day Saturday and this brings you to us.

You've heard lots of reasons that were All Sound, *Vox et preterea nihil*, so to speak. There's sense in these. Act on them.

'90 Easter Hats '90

Robert C. Bourke & Co.

We have now in stock our Spring Styles in all the latest novelties in

Soft and Hard Felt Hats,
Spring Style Silk Hats,
Ladies and Misses Travelling Caps,

Also a full assortment of

TRUNKS, VALISES &c.

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Best value in the market. An inspection respectfully solicited. Lowest Prices.

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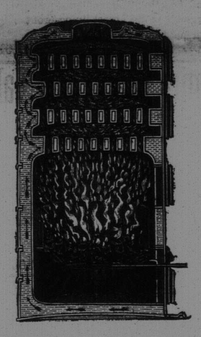

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GURNEY'S BOILER & NEW RADIATOR.

Buildings can be heated by *our system cheaper* than by any other.

Over 400 boilers in use in the "Lower Provinces." Lots of testimonials can be furnished if required.

Satisfaction guaranteed, before payment, where parties abide by our specifications which will be furnished *free of cost.*

Don't have any other but Gurney's.

E. & C. GURNEY & CO.,
Montreal.

Stoves, Ranges, Scales, Furnaces, Registers Cast Iron Fittings &c.

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