

The "Anatomical"  
—IS THE BEST—  
\$3.00.  
Men's Laced Boots

Salter Brick Store  
Boys' Laced Boots

Jno. Ferguson,  
Newcastle, Oct. 21, 1890.

USE  
JARDINE & CO.'S  
SPICES

in 1/2 lb. PACKAGES.  
St. John, Oct. 28, 1890.

Bartlett's  
Shoe Blacking

FREE  
FREE  
FREE

CALL AT THE  
NEWCASTLEDROGSTORE

E. Lee Street,  
Newcastle, May 6, 1890.

WANTED.  
1,000

INFORMATION.  
Newcastle, Oct. 12, 1897.

Lime. - - - Lime.

CEO. STABLES.  
Auctioneer & Commission Merchant.

PROPERTIES FOR SALE.

THE LOT AND HOUSE

THE WATER LOT

THE LOT

BUILDING LOTS

LOT OF LAND

Apply to  
WILLIAM MASON.

Ayer's  
Sarsaparilla

The Best  
Blood Medicine

So many Leading Physicians  
and Druggists, and their opinion  
is endorsed by thousands  
cured by it of Scrofula, Eczema,  
Erysipelas, and other  
diseases of the blood.

Ayer's Sarsaparilla has won its  
reputation by years of valuable service to the  
community. It is the best. R. S. Lane,  
Druggist, 212 Merrimack St., Lowell, Mass.

Dr. R. B. Boyle, Third and Oxford Sts.,  
Philadelphia, Pa., writes: "For two years I  
have prescribed Ayer's Sarsaparilla in  
numerous instances, and I find it highly  
efficacious in the treatment of all disorders  
of the blood."

Dr. J. C. Ayer & Co., Lowell, Mass.  
Sole Druggists. \$1.00 per bottle.

USE  
JARDINE & CO.'S  
SPICES

in 1/2 lb. PACKAGES.  
St. John, Oct. 28, 1890.

Bartlett's  
Shoe Blacking

FREE  
FREE  
FREE

CALL AT THE  
NEWCASTLEDROGSTORE

E. Lee Street,  
Newcastle, May 6, 1890.

WANTED.  
1,000

INFORMATION.  
Newcastle, Oct. 12, 1897.

Lime. - - - Lime.

CEO. STABLES.  
Auctioneer & Commission Merchant.

PROPERTIES FOR SALE.

THE LOT AND HOUSE

THE WATER LOT

THE LOT

BUILDING LOTS

LOT OF LAND

Apply to  
WILLIAM MASON.

METEOROLOGICAL.  
Reported for the Dominion Govern-  
ment by J. F. Connors.

NOVEMBER.

DATE.	Barometer.	Thermometer.	Maximum.	Minimum.
Sun. 16	30.12	30.0	43.0	24.4
Mon. 17	29.99	29.7	34.0	27.3
Tues. 18	29.99	29.7	34.0	27.3
Wed. 19	29.99	29.7	34.0	27.3
Thurs. 20	29.99	29.7	34.0	27.3
Fri. 21	29.99	29.7	34.0	27.3
Sat. 22	29.99	29.7	34.0	27.3

The maximum and minimum columns show  
the highest and lowest temperature in the 24  
hours.

Miscellaneous.

"At last, I can eat a good square meal  
without its distressing me!" was the  
grateful exclamation of one whose ap-  
petite had been restored by the use of  
Ayer's Sarsaparilla, after years of dys-  
pepsia. A teaspoonful of this medicine  
before each meal sharpens the ap-  
petite.

Diminishing—Miss Mawry, I live alone  
for you, don't you know?  
Miss Mawry—Well, I hope Mr. Dim-  
inishing, that you will continue to live  
alone for me.

"Use Ayer's Cherry Pectoral freely  
in my practice, and recommend it in  
cases of whooping cough among chil-  
dren, having found it more certain to  
cure than troublesome disease than any  
other medicine I know of."—So says  
Dr. Bartlett, of Concord, Mass.

A young gentleman was accusing an  
other of having a bad case of  
"Yes," said the accused, "but nature  
had to make your small so to give  
you plenty of cheek."

Minard's Liniment Cures Dandruff.

To restore, thicken, and give you a  
luxuriant growth of hair, to keep its  
color natural as in youth, and to remove  
dandruff, use only Hall's Hair Renewer.

Young Lady—Have you a piece of  
music called "Beneath the sea waves?"  
New Clerk—Um—no; but we got  
"Down went McGinty."

CASTORIA is recommended by physi-  
cians for children teething. It is a pure  
vegetable preparation, its ingredients  
are published around each bottle. It is  
pleasant to the taste and absolutely  
harmless. It relieves constipation, regu-  
lates the bowels, cures colic, cures  
diarrhoea and wind colic, allays feverish-  
ness, destroys worms, and prevents  
convulsions, soothes the child and gives  
it refreshing and natural sleep. Casto-  
ria is the children's panacea—the  
mother's friend. 30 cents.

She—Have you read "Looking Side-  
ways?"  
He—Yes, I see its another phar-  
macy.  
She—How is that?  
He—Every word of it is in Webster's  
Unabridged.

C. C. RICHARDS & Co.  
Gents—It took a severe cold, which  
settled in my throat and lungs and  
caused me to entirely lose my voice.  
For six weeks I suffered great pain. My  
wife advised me to try MINARD'S LIN-  
IMENT and the effect was magical, for  
after only three doses and an outward  
application, my voice returned and I was  
able to speak in the Army that night, a  
privilege which I had been unable to en-  
joy for six weeks.

Teacher—Why, Flossie, can't you  
tell what p-r-a-y-e-r spells? What's the  
last thing your Ma says when she re-  
tires at night?  
Flossie—She says papa if he found  
the clock and put the cat out.

Oh, What A Cough.  
Will you read the warning. The sign  
perhaps of the sure approach of the  
more terrible disease Consumption. Ask  
yourself if you can afford for the sake  
of saving 60 cents to pay for a bottle  
of this. We know from experience  
that Shiloh's Cure will cure your cough.  
It never fails. The complaint may more  
than a Million Bottles were sold the  
past year. It relieves cough and whoop-  
ing cough at our store and get a bot-  
tle of Shiloh's Vitalizer, every bottle  
has a printed guarantee on it, use ac-  
cording and it does you no good it  
will cost you nothing. Sold by E. Lee  
Street.

Minard's Liniment Cures Burns, etc.

Smith (at the club)—Look at Brown  
over there in the corner.  
Jones—Yes; I heard him in thought.  
Jones—Very shallow grave ain't it?

Dyspepsia and Liver Complaint.  
Is it not worth the small price of 75c  
to free yourself of every symptom of  
these distressing complaints, if you  
think so call at our store and get a bot-  
tle of Shiloh's Vitalizer, every bottle  
has a printed guarantee on it, use ac-  
cording and it does you no good it  
will cost you nothing. Sold by E. Lee  
Street.

Old Maid—Ah, Bridget, did you tell  
the butcher I was engaged?  
Servant—I did, ma'am; and he sez,  
sez he, it's about time she was!

We have a speedy and positive cure  
for catarrh, diphtheria, croup, mouth and  
throat, and Shiloh's CATARRH  
REMEDY. A nasal Injector free with  
each bottle. Use it if you desire health  
and sweet breath. Price 50c. Sold by  
E. Lee Street.

"Oh, no! there ain't no favorites in  
this family!" soliloquized Johnny; "oh,  
no I guess not! If I bite my finger nails  
I catch it over the knuckles. But the  
baby can eat his whole lot and they  
think it's just cunning!"

Pitcher's Castoria.

"Your friend is a kleptomaniac."  
"How so?"  
"He steals my jokes, and publishes  
them as his own."  
"Your jokes? Then poor Charlie  
must be suffering from insanity, and not  
from kleptomania!"

Minard's Liniment relieves Neuralgia.

The Rev. Geo. H. Thayer, of Bourton,  
Ind., says: "Both myself and Wife  
owe our lives to SHILOH'S CONSUMP-  
TION CURE."

When Baby was sick, we gave her Castoria.  
When she became a Child, she cried for Castoria.  
When she became a Woman, she gave Castoria.  
When she had Children, she gave them Castoria.

MONTEAL, Nov. 24.—The last steamship  
left here to-day. Freight sheds are  
being demolished, and river boats are  
going into winter quarters. The ar-  
rivals in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port for the season numbered  
746, compared with 695 last season.  
The tonnage and harbor dues also show  
a tangible increase. The last de-  
parture for sea is the same date at last  
year. Ice has already begun to form on  
some parts of the river, but unless the  
steamships on the way down encounter  
the ice in port