

TO LET.

Advertisements under this head: Half a cent a word. No less charge than 10c.

TO LET—A flat, 10 King street, E. 11 rooms. Also house corner Pitt and Market. Will be fitted with hot water and modern improvements. Apply to J. W. CASSIDY, 101 Germain street.

FURNISHED ROOMS TO LET at 411 Elliot Row. Apply on premises.

TO RENT—The large comfortable flat, 109 St. James street. Eight rooms, hot and cold water. Possession at once. J. W. CASSIDY, 101 Germain street.

HELP WANTED, MALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

EXPERIENCED GENERAL AGENT to travel and appoint local agents only. Salary and expenses paid to the right man. Apply JOHN DOYLE, 101 Germain street.

WANTED—At once, a boy about 15 or 16 years of age to learn the Printing Business. Apply to SUN PRINTING COMPANY, St. John.

GENERAL AGENTS WANTED in each town for special accident, sickness, education policies and general insurance business. Liberal terms to reliable men. Write Box 775, Montreal.

HELP WANTED FEMALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

WANTED—A young woman to help take care of children and assist in light housework. Good wages to a capable person. References required. Apply by letter or in person to 133 Germain street.

WANTED—A girl for general housework. Apply to MRS. M. A. AGAR, 101 Mt. Pleasant avenue.

WANTED—Two good paid makers. Highest prices paid and steady employment. Apply to MRS. A. CAMPBELL, 64 Germain street.

WANTED—A competent girl for general housework. Good wages. Apply to C. G. SHORT, 63 Garden street.

WANTED—Housekeeper wanted immediately for small family. Must have a good character and be a competent person. Address L. M., Star office.

WANTED—Plain cook. Apply with references, 203 Germain street.

WANTED—Girl for general housework. Must be good cook; references required. To a capable girl good wages will be paid. Apply at 110 Westworth street.

WANTED—A girl for general housework. Apply to MRS. S. D. SCOTT, care of Sun Printing Company.

WANTED—Two or three apprentice girls for dressmaking department. MORRELL & SUTHERLAND.

WANTED—Two girls wanted to learn box making. Apply to D. P. BROWN, 60 Canterbury street.

BIDDY MARTIN'S EXTRACT.

For sale by all druggists.

FOR SALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

FOR SALE—A light driving horse, weight about 800 pounds. A good reader. Address A. E. H., care of Star office.

For Sale—Freehold property with large, new dwelling house, good suitable for three tenants, situated at St. John's street. Apply to MRS. W. F. FROOCH, 31 Brook street.

FOR SALE—One 1 1/2 in. Pine Door, 6 ft. 6 in. by 3 ft. 6 in. Apply to Star office.

FOR SALE OR EXCHANGE—A quantity of receiver or rifle ammunition. No sale. Apply to STAR OFFICE, Star office.

FOR SALE—An arc lamp, complete, nearly new. Apply to Sun Printing Co.

FOR SALE—A quantity of steam pipes and iron, 6 ft. 6 in. and 8 ft. 6 in. Apply to Sun Office, St. John.

FOR SALE—A Metal Furnace, capacity about 50 pounds. It has a fire brick lining, with smoke and ventilating pipes complete. Apply Sun Printing Company, St. John.

MISCELLANEOUS.

Advertisements under this head: Half a cent a word. No less charge than 10c.

WANTED—Three or four rooms until about the 1st of May. Communicate by letter to "G. B. Star Office."

WANTED—Horse about 100 lbs., 6 to 8 yrs. old. Sound in wind and limb, good driver and walker. Write, stating color and price to G. L. P., Star Office.

LOST.

Advertisements under this head: Half a cent a word. No less charge than 10c.

LOST—Gold brooch between Brunswick street and Marsh Road. Finder will please leave it at 109 MARSH ROAD.

LOST—Gold bracelet, Saturday. Doria on the dock. Finder will kindly return to 361 City Road.

LOST—On Saturday, between Marsh Bridge and Brunswick Union, Charlotte and King Square, a Brooch, Cross Earrings and W. F. F. across it. Finder please return to Star Office.

48TH WEDDING ANNIVERSARY.

Forty-eight years ago, a maiden of nineteen summers, Eliza Hazlett by name, was united in marriage to James Belyea at Whitehead, Kings Co. The marriage ceremony was performed by the Episcopal minister, Rev. Wm. M. Scott. The bride, now Mrs. Belyea, is still living, and resides in Rothery, Joseph Hazlett, the brother of the bride, acted as best man.

Yesterday the aged couple celebrated the forty-eighth anniversary of their wedding, and while Mr. Belyea has unfortunately been an invalid for the past eighteen years, Mrs. Belyea is still remarkably smart and takes great pride in showing a magnificent quilt, worked in silk, which she finished about a year ago.

Of their two sons, Charles Belyea, the West Side shoe merchant, is alone living at the present day. Among their grandchildren are the well-known Belyea carmen.

ALL RECORDS MAY BE BROKEN.

Monday's public sale of Music Festival seats was the largest in the history of such entertainments in this city, and there will certainly be four audiences in the York Theatre on Friday and Saturday next that will tax the increased capacity of the big auditorium. The rush for choice chairs was exceptionally great and the sellers were busy up to supper time marking the plans and handing out the gate-board slips. There are only three days more before the first concert, and everything is in readiness for the baton of Director-in-chief W. R. Chapman, who is booked to arrive in this city on Wednesday, followed by his orchestra of fifty pieces. Rehearsals will commence as soon as the instrumentalists arrive and the local chorus will then have completed their practices. Friday afternoon the first concert will be held and it will be largely attended, in fact both matinees are sure of many attendants, while the evening concert, particularly the production of the grand opera Faust, will be unprecedentedly large.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at 2:30 p.m.

ST. JOHN STAR.

ST. JOHN, N. B., SEPTEMBER 22, 1908.

A FREE HAND FOR THE G. T. R.

How completely the government is in the hands of the Cox-Hays crowd was clearly evidenced last night when it refused without a word of explanation, to consider Mr. Borden's amendment that the Grand Trunk, as long as it held a controlling interest in the Grand Trunk Pacific, should guarantee the true interest of the original contract regarding the shipping of all unroated freight from Canadian ports be carried out.

While technically the Grand Trunk and the G. T. P. are two companies, yet the men which control the one will control the other. It is not conceivable that the directors of the G. T. P. will adopt measures injurious to the directors of the G. T. R., who are themselves. But, in spite of this, the government permits the present arrangement, which will allow the Grand Trunk, when the western section of the G. T. P. is completed, to direct every pound of freight originating thereon to Portland, to the utter exclusion of Canadian ports.

As the Star has previously pointed out, all the interests of the Grand Trunk people, who will also control the G. T. P., are centered at Portland, Me. Not even the most stringent agreement concerning the shipping of unroated freight would prevent them from exporting a large portion of their traffic that way and, practically unbound, as the government will allow them to be, it is a certainty that maritime ports will be entirely ignored.

What company with millions of dollars invested in one terminal equipment will spend millions more to furnish another unless they are compelled to? The Grand Trunk's interests have always been opposed to Canada's, and under the scheme advanced and upheld by the government the new transcontinental, under its control, will be little more than an instrument to wrench from Canada's Atlantic ports Canada's trade.

THE PRICE OF COAL.

Though the price of coal is not near to last year's strike mark yet it is considerably higher than normal and that in spite of the fact that the supply is so great that some collieries have been compelled to close down to clear out their surplus stock. Since January about forty million tons of anthracite coal have been mined in the United States, about ten million tons more than the amount mined during the same period in any previous year. The law of supply and demand is brought into play all right when coal is scarce, but under conditions like those now existing it seems to lose force. Last year there was good excuse for the high prices but this year, with more than enough coal on hand to meet the winter's demand there is none except the over-mastering greed of the coal barons. These producers claim to be in no combine but the fact remains that when every economic law calls for a decrease, all of them put up the price with one accord. A little more experience of this kind and the people of the United States will be more in sympathy with the remedy offered last winter—the expropriation and government ownership and control of the mines.

TARIFF BY COMMISSION.

The contention of the Canadian Manufacturers' Association that Canada's tariff should be placed in the hands of a commission and out of the reach of political influences, is worthy of careful consideration. In so far as a tariff is designed to supply the revenue necessary to keep the administrative and the executive machine of the country going it would seem to fall fairly under the control of the political party at the time responsible for the government. But where it is intended as a protection to the manufacturers and business men of Canada, it should be managed by business men and be free from political tinkering.

Canada's present tariff is neither fish nor flesh, nor good red herring. Designed primarily for revenue its supporters claim that the protection it carries with it is incidental and to be subject to constant lessening. In reality the tariff under liberal control has been little more than an instrument of patronage. It has always stood open to demands from any manufacturer favorable to the government and in many cases there has been strong suspicion that an increased duty on a certain commodity has been followed by an increase in the bank account of the campaign fund. In many cases the department has shown the greatest ignorance of the conditions which the tariff was supposed to affect.

What is now suggested is the appointment of a commission of business men to study the condition and needs of the various industries of the country and draw up a tariff, fair alike to producer and consumer, a tariff framed on purely national lines, without party considerations and free from party tinkering.

On its face the consummation is as desirable as its likelihood of adoption by the present government is doubtful. Still there are many in the liberal party whom the move would free from an embarrassing position. Many liberals are strong protectionists, but because a few of the leaders lean in an opposite direction they look at the horrible example of Tarte and therefore are silent. The removal of this disagreeable question from politics would be a great relief to them.

SAVE THE AUDITOR.

Instances have been heard of before of governments who wanted money very badly and who took peculiar measures to attach themselves to the same. But the action of the present Ottawa combination in gagging the only man that stands between them and the money of the people is novel in its audacity. The need must be great. One wonders why? Of course this is the eve of a general election, but it has been supposed that when the plate was passed to Senator Cox the most acute anxiety in this regard would be relieved. Can it be that the combination scent disaster and regardless of consequences intend to lay up store for the lean years they see in the near future? They cannot hope to escape the punishment of the people if they do accomplish their purpose and they must be pretty sure of their fate anyway to dare such a course.

But it is hard to believe that even the machine majority in parliament will sanction such an outrage as the removal of the only guarantee the taxpayer has that his money is honestly spent; the only man who can stand between the purse of the people and the grafters. Surely there are sufficient men in parliament decent enough to prevent this prevent this growing iniquity.

MOVE!

We are on the main line, with a crowded track; We've got to go forward; we can't go back.

And run the risk of colliding; We must make schedule, not now and again, But always, forever and ever, amen!

Or else switch off on a siding; If ever we lose, like a car in the yard, Doesn't somebody bump us and bump us hard?

I wonder? You've succeeded in building a pretty fair track, But can you sit down in the grateful shade?

And kill time cutting up capers? Or must you hustle and scheme and sweat?

Though the shine be fine or the weather wet, And keep your page in the papers?

If ever you fall to keep pulling the strings, Aren't some of your rivals around doing things?

I wonder? You're a first-class salesman; you know your line; Your house is good and your goods are fine.

So you fill your book with orders; But can you get quit of the ball and chain?

Or are you in jail on a railroad train, With blue-coated men for warders?

If you sent your samples and cut out the trip, Wouldn't somebody else be a-lugging your grip?

I wonder? You are starred on the bills and are chummy with fame; The man on the corner could tell you your name.

At three o'clock in the morning; But can you depend on the mind of the mob?

Can you tell your press agent to look for a job, Or give your manager warning?

If you lay down to sleep with your laurels beneath you, Wouldn't somebody else soon be wearing your wreath?

I wonder? O, I'm willing to work, but I wish I could lie; Not feeling as if I were "it" for tag.

Or last in follow-my-leader; There's only one spot, where I haven't a doubt.

Nobody will try to crowd me out, And that is under the order.

And even in that place, will Gabriel's trumpet Come nagging along and be making me jump.

I wonder? —Edmund Vance Cook.

LOCAL NEWS.

Str. Parkgate, from St. John, with deals, reached Glasgow Saturday.

The warships Adriatic and Tribune reached Halifax yesterday from Charlottetown.

The Battle liner Leucadia, Capt. Grant, reached Miramichi Sunday from Cardiff.

Str. Regina leaves New York today for St. John to load deals. Pilot Traynor comes down on her.

The Furness ste. Evangeline, from St. John and Ingram River, via Halifax, reached London yesterday.

Str. Usher has been fixed to load in the Black Sea for London, Havre or Rotterdam.

The Chapman Festival Chorus will rehearse in the York Theatre tonight at eight o'clock.

John Dingle has been reported by Policeman Finlay for spitting on the sidewalk at the corner of Symthe and Mill streets on the 20th inst.

The work of stripping the Italian bark Battistina Madre at Hillyard's blocks has been begun by the Lantana concern.

Schooner Louvina, which loaded lumber at Weymouth for the River Plate, went ashore on the bar over there while being towed out by the tug Markland.

The tug Westport III, Saturday pulled the Louvina off the bar, and the schooner started out on her voyage.

The St. John tug W. H. Murray and Lillie reached Gloucester from this port Sunday. The Murray is to bring the Italian bark's Primo here, and the Lillie went there to tow to St. John a fish barge. The weather yesterday was such that neither of the steamers was able to start out.

Jonas Howe, the well known lumber cruiser, has returned from British Columbia, where he spent several weeks in the inspection of timber lands which New Brunswick capitalists propose to buy. Mr. Howe says British Columbia is a great country. The Kootenay district was where he spent the most of his time.

FREE FOR COX.

Government Has Refused to Guard Maritime Ports—Grand Trunk Will Have a Full Hand.

OTTAWA, Sept. 21.—In the commonest today western members of the opposition to exaggerated reports of the recent snow storm which were sent to England. They saw scarcely any damage done to the crops.

The trans-continental railway bill was taken up. Mr. Borden pressed his amendment providing that the Grand Trunk shall guarantee the bonds of the Grand Trunk Pacific for an amount sufficient to complete the construction of the western division of the Grand Pacific railway. If this were not done and the face value of the bonds were only sufficient to complete the road, then the event of the bonds selling below par the government would have to step in and furnish extra funds.—The government accepted this amendment.

Mr. Borden's amendment to provide that the government shall not enter into any contract with the Grand Trunk Pacific until such time as the Grand Trunk Railway Co. shall agree to carry out the true meaning and intent of the contract during such time as it holds Grand Trunk Pacific stock, was resisted by the government.

Hon. Mr. Fielding held that the amendment, while it might be desirable, was not in keeping with the spirit of the contract, and therefore could not be accepted by the government, who were satisfied with the verbal promises by the Grand Trunk that it would carry out its share of the programme.

Mr. Borden considered that the amendment did not affect the contract made by the one previous agreement by the government and the Grand Trunk was to control the policy of the G. T. R., it surely was not unjust to insist that the Grand Trunk should bind itself to see that a contract made with the company whose affairs it directed, should be properly carried out.

Mr. Northrop held that if Canadian ports were to be betrayed in the interest of the Grand Trunk, it would be by the Grand Trunk, and yet the government refused to impose on that railway conditions which would have to be accepted as it is or rejected as a whole.

Mr. Borden pointed out that he had introduced an amendment which welcomed connection by the Grand Trunk with the great west. That amendment also called for the forwarding of all Canadian freight to the Grand Trunk port, and in refusing to accept it the government permitted the policy which they professed to support to be rendered useless. By the terms of their bill the government proposed to force freight not specifically routed on the Grand Trunk Pacific through Canadian ports, yet it proposed to allow the Grand Trunk to assume the management of the new road and relieve it of any responsibility for shipping through its own harbors.

He challenged the government to deny that statement. Let it be distinctly understood what the issue between the two parties was. The conservatives held that the Grand Trunk, which was to be given a nominal charter through the Grand Trunk Pacific, should not be allowed to use United States ports, while the government claimed to give the Grand Trunk the privilege of ignoring Canadian ports. He asked for a reason why the government should follow this course.

Hon. Mr. Fielding replied that there was no necessity for doing this, because the people were coming to the Grand Trunk Pacific scheme with the Canadian Pacific contract. The maritime provinces would be satisfied with the present guarantee that the contract would be carried out. He would not say that all freight would go east, but if the rail route would be used the maritime provinces would get their share of it.

Mr. Fowler of Kings, N. B., claimed that a long period would elapse between the building of the western division and the completion of the eastern line. He pointed out that western freight would certainly go by American lines to the coast and that was why Mr. Borden's amendment was being pressed. As to the much vaunted \$5,000,000 security to be posted within 30 days of the ratification of the contract, there was no guarantee that this would be put up by the G. T. R. But even if it were, this money was to be refunded as required, to pay for the rolling stock of the eastern division. Then all the security they would have would be a second mortgage on this rolling stock, which would be twelve years old before the terms of the lease would be completed, and there would be nothing to hinder the G. T. P. in case the terms of the contract were enforced from bringing in a lot of worn out stock from other divisions of the road and passing it off as the equipment of the eastern division, so that really this security did not amount to anything.

After dinner Mr. Borden replied to Hon. Mr. Fielding's remarks that the minister should discuss the present contract instead of insisting on comparisons between it and one made two decades ago. The government should state its objections to the provision binding the old Grand Trunk to hand its freight to Canadian ports instead of to Portland, Maine.

No member of the ministry replied, but John Charlton occupied an hour in proving to his own satisfaction that trains of sixty cars, carrying 2,000 tons, could be hauled over a road of 4-10 grade for 54 cents per mile.

Mr. Borden riddled this argument by quoting from the reports of leading railways, for the small trains were over double those quoted by Charlton. This is the same line of argument offered to the country, declared Mr. Barker. It was pure nonsense and showed that Charlton did not know what he was talking about.

Up to midnight when the vote was taken, the government had offered no reason for refusing to accept the opposition's demand that no loopholes should be left in the matter of protecting Canadian ports. Borden's amendment was defeated.

Other amendments to clause seven were allowed to stand and the house adjourned at 12:25 a. m.

The Rev. C. W. Townsend of St. Martins will this evening deliver his popular lecture on Marriage at the Main street Baptist church. This will be the twenty-fifth time of its delivery, and it is expected that large numbers will avail themselves of this opportunity of hearing it.

LAKE—In this city on the 13th inst., to the wife of C. J. Lake, a daughter.

DEATHS.

McLEOD—Died at New York, Monday night, Sept. 21, 1908, Geo. F. McLeod, son of Geo. and Sarah J. McLeod, aged 31 years. Notice of funeral hereafter.

MANCHESTER ROBERTSON ALLISON LIMITED

KING ST. GERMAIN ST. AND MARKET SQ.

Boys' Russian Overcoats, For Ages 3 to 9 Years.

STYLES ALL NEW THIS SEASON.	STYLES ALL NEW THIS SEASON.
At \$4.00 Boys' Russian Overcoats, in black cloth trimmed with frogs.	At \$6.00 Boys' Russian Overcoats, in heavy blue frieze, with red lined hood, trimmed with black braid and fancy belt.
At \$4.50 Boys' Russian Overcoats, in brown frieze, with red lined hood, trimmed with braid, side pockets.	At \$6.50 Boys' Russian Overcoats, in grey vienna, with blue lined hood, trimmed with braid, metal buttons.
At \$5.00 Boys' Russian Overcoats, in brown beaver, trimmed with pearl buttons, side pockets.	At \$6.50 Boys' Russian Overcoats, in black fancy curl cloth, gilt buttons, trimmed braid.
At \$5.00 Boys' Russian Overcoats, in grey cheviot, made with pleated back, metal buttons.	At \$6.50 Boys' Russian Overcoats, in navy blue striped curl cloth, gilt buttons and frogs.
At \$5.50 Boys' Russian Overcoats, in blue frieze, trimmed with frogs. Side pockets.	At \$7.85 Boys' Russian Overcoats, in navy blue nap cloth, red lined hood, fancy buttons and belt.
	At \$7.85 Boys' Russian Overcoats, in grey vienna, blue lined hood, frogs.

Ladies' New Dress Skirts

In Cloak Department. Ladies' Black Dress Skirts in all sizes. Latest shapes. Prices \$3.25, \$3.50, \$7.50, \$8.00, \$9.25, \$10.00 and \$12.00 each.

Ladies' Black Satin Underskirts. Ladies' Black Moreen Underskirts. Ladies' Black Taffeta Underskirts. Ladies' White China Silk Underskirts.

Fancy Black Waisting.

Mercerized Matting, fleecy back, in black, white, cream, pink, blue. White Marcella Waistings, fleecy back, stripes and fancy designs.

Dress Accessories.

Black Silk Cord Fringes. Black Silk Knotted Fringes. Black Silk Cord Fringes. Black Silk Ornament Fringes, Black Silk Girdles, White Silk Girdles, Medallion Buttons in black and colors, Long Black Ornaments for waist, trimmings, Black Silk Applique Gowns, Fancy Broad Trimmings, Cream Wool Laces, White and Black Antique Laces, Antique Allovers in Paris and Ivory, Black Pleated Chiffons, White Pleated Chiffons. Wood Silk Fibre Insertions, Novelty Laces and Bands, Sequin Gowns and Edges, New Stole Collars in black and Paris shades.

Men's Colored Shirts,

At a Reduced Price, - - - 75c. Each.

M. R. A'S UNRIVALLED \$10.00 SUITS FOR MEN.

MANCHESTER ROBERTSON ALLISON LIMITED

KING ST. GERMAIN ST. AND MARKET SQ.

TRAVELLERS' GUIDE.

Passenger service to and from St. John, in effect June 1st:

DEPARTURES.

By Canadian Pacific.

Express for Boston 6.45 a. m.

Suburban 7.25 a. m.

Express for Montreal 1.10 p. m.

Express for Fredericton 5.05 p. m.

Express for Montreal 6.00 p. m.

Express for Boston 6.10 p. m.

Suburban 10.30 p. m.

By Intercolonial.

Mixed for Montreal 6.25 a. m.

Express for Halifax and Campbellton 7.50 a. m.

Express for Point du Chene and P. E. Island 11.00 a. m.

Express for Halifax and Pictou 11.45 a. m.

Suburban 1.10 p. m.

Express for Quebec and Montreal 5.40 p. m.

Suburban 6.10 p. m.

Express for Quebec and Montreal 6.15 p. m.

Express for Halifax and Sydney 12.25 p. m.

Express for St. Stephen 7.50 a. m.

ARRIVALS.

By Canadian Pacific.

Suburban 7.50 a. m.

Express from Boston 8.05 a. m.

Express from Montreal 10.40 a. m.

Suburban 11.30 a. m.

Express from Fredericton 12.10 p. m.

Express from Boston 12.20 p. m.

Suburban 11.15 p. m.

By Intercolonial.

Express from Halifax and Sydney 6.25 a. m.

Suburban 7.45 a. m.

Express from Montreal and Quebec 12.25 p. m.

Express from P. E. I. point du Chene and Montreal 6.30 p. m.

Suburban 6.50 p. m.

Express from Halifax and Pictou 7.45 p. m.

Express from Montreal 7.50 p. m.

Express from Montreal (Saturday) 1.15 p. m. (daily).

Express from St. Stephen 7.10 p. m.

COLDSTREAM CONCERTS.

Many have an idea that to hear the world's most famous band, which will be here next week, must necessarily mean the expenditure of a large sum. This is not so, as there will be ample accommodation for thirteen hundred of the audience, at prices which will not exceed those asked for at an ordinary concert or dramatic performance. The rink is being seated to accommodate a very large number, and the decorations and improvements which have been put in by the horse show committee will all point to make the Victoria Rink an ideal place for such concerts as the Coldstream Band will give. The band will arrive from the west at noon on Thursday of next week, and the bands of the Artillery and 68th Regt. will meet the musicians at the station and parade with them to the hotel. An opportunity will thus be given to see the Coldstreams in their dress uniforms. Plan of seats will open at Gray's bookstore this Thursday morning at nine o'clock.

BIRTHS.

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The Attractions of Our Stores are Their Low Prices.

D.A. KENNEDY

(Successor to Walter Scott).

32-36 King Square, St. John, N. B.

Great Bargain Sale

at Big Reductions.

Dress Goods Sale.

Some Great Bargains in New Fall Dress Goods, at very low prices. Come in and look over this lot, at 15c, 25c, 35c, 50c, 75c, yard.

Hosiery Sale.

You can buy the best Hosiery here at 25c, 35c, pair—in the city. All imported direct. For cash.

Table Linens.

Some very tempting bargains in Table Linens and Napkins to be offered this week, from 22c. yard up to 60c. One case of Men's Fleece Lined Shirts and Drawers, at 90c. per suit.

EMPIRE RICHMOND Range

has more improvements than other makes. LIFT OFF NICKEL TO CLEAN RANGE. Latest and best Oven Thermometer Double High Shelf. One Damper controls both fire and oven. See before purchasing.

PHILIP CRANNAN, 558 MAIN ST.

Wholesale and Retail, Norton Potatoes. Also, our Own Make of Sausages Fresh Every Day. S. Z. DICKSON Country Market.