

TO LET.

Advertisements under this head: Two words for one cent each time, or three cents a word for ten times. Payable in advance.

TO LET—Furnished rooms, without board. Apply to MISS NOWLIN, 20 Wellington Row.

FURNISHED ROOMS TO LET—At 117 Elliott Row. Cheap rent. Apply on premises.

TO LET—From 1st May next that very comfortable, self-contained dwelling house, with central heating, gas, electric light, and hot water, etc. Can be seen on Wednesday and Saturday afternoon. Apply to W. TREMAYNE GARD, 41 King Street.

HELP WANTED, MALE.

Advertisements under this head: Two words for one cent each time, or three cents a word for ten times. Payable in advance.

WANTED, immediately—a young man to give delivery team. Must be well recommended. Apply to W. H. HAYWARD CO., Ltd., 44-45 Princess Street.

WANTED—By the York County Loan and Savings Company, an energetic young man. Apply to H. W. HUNT, superintendent, 101 Prince Wm. Street.

WANTED—A smart boy to learn the shoe-making business. Apply to F. W. WELBY CO., Water Street.

WANTED—A boy to learn the shoe-making business. Apply to SUN OFFICE.

WANTED—A number of good laborers. Apply to J. P. CLAYTON, Superintendent, 101 Prince Wm. Street.

WANTED—A man to run in an Excelsior mill. Apply at once to J. MAYBE & SON, 25 Smythe Street, City.

WANTED—Two agents for the largest wholesale importing business in the city. Every first-class customer. Anyone can make sales. Best inducements given to good solicitors. Working situation for beginners. Steady employment. Yearly contract. New prospectus. COOPER, 233-235 Charlotte Street, London.

WANTED—Buy for printing office. Apply to PATTERSON & CO., 107 Germain Street.

WANTED—A young man who has had about two years' experience in managing a shop. Apply to SUN PRINTING COMPANY.

WANTED—A young compositor, a boy who has had about three years' experience. Apply to SUN OFFICE.

GENERAL AGENTS WANTED in each town for special services, etc. Immediate consideration given to reliable men. Write Box 75, Montreal.

HELP WANTED FEMALE.

WANTED—Girl wanted for general house work. No washing. Apply to No. 23 Leinster Street.

WANTED—A girl for general housework. W. H. STIRLING, 51 Sydney Street.

WANTED—Fast Makers. Steady work at A. R. CAMPBELL & SON, 64 Germain Street.

Erysipelas, Eczema, Eruptions on the face or body, Barber's Itch, Salt Rheum, Blood Poisoning of Wounds, Ring Worm, Hives, Redness or Bad Skin, and all inflammatory eruptions or swellings are quickly cured with BIDDY MARTIN'S EXTRACT.

For sale by all druggists.

MISCELLANEOUS.

Advertisements under this head: Two words for one cent each time, or three cents a word for ten times. Payable in advance.

MUSIC—If you want the best results for your Violin, Banjo or Guitar, you can get them at LANDRY'S MUSIC STORE, 50 King Street. Also the latest popular music.

WANTED—Furnished Parlor for one or two lodgers; centrally located. Inquire at 180 Charlotte Street.

REMOVAL NOTICE—Removed to 106 Princess Street, third storey from Charlotte Street, only agency for the Domestic and New Home Sewing Machines, Needles, Oil and Parts, or Repair. Headquarters for Edison Phonographs and Records. Call and save the commission paid to agents. Wm. CAMPBELL, 106 Princess Street, opposite the White Store.

FOR SALE.

FOR SALE—Private sale of furniture at residence of John Carroll, 117 Brunswick Street. Plush Parlor Suite, Oak Bedroom Suite, Ash Bedroom Suite, iron Bedstead and Spring, Oak Sideboard, Dining Table, Kitchen Furniture and sundry small utensils.

FOR SALE—Wood Frame for Canvas Canoes, 12 1/2 feet long, ready for canvas. Apply at 28 Summer Street.

FOR SALE—Wood Frame Canvas Canoe, 12 1/2 feet long, ready for canvas. Apply at 28 Summer Street.

FOR SALE—One 1/4 in. Fine Wood, 4 ft. by 3 ft. 6 in., with 1/2 glass panels. Apply Sun Printing Co., St. John.

FOR SALE OR EXCHANGE—A quantity of revolver or rifle ammunition. No. 45 Colts. Apply to CRACK SHOT, Star Office.

FOR SALE—As are lamp, complete, nearly new. Apply to Sun Printing Co., St. John.

FOR SALE—A quantity of steam pipes and iron, fifty-six pound weights. Apply at 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.

MORNING'S NEWS

LOCAL.

The Furness line str. Gulf of Venice, Capt. Cook, from London for this port, reached Halifax last night.

Barkentine Albatross sailed last evening for Bilgo with the largest cargo she ever took in of lumber.

Bark Lydia, from Waterford, arrived yesterday. She made the run out in 28 days, a good passage.

Bark Cedar Croft, Capt. Crosby, arrived yesterday from Barbados. She will, after patching up her metal, load lumber for Buenos Ayres.

Str. Aurora, Capt. Ingersoll, arrived yesterday afternoon from Grand Manan with quite a number of passengers.

Str. Morn Kolb, deal laden, from St. John, reached Cardiff Sunday and the Bergenhus, also from this port, arrived at Liverpool Monday.

Carlton Union Lodge, A. F. and A. M. No. 1, will attend divine service at St. George's church on the evening of Wednesday, St. John's day. The lodge will assemble at their hall, Charlotte Street, at 7.30 sharp, and immediately proceed to the church. All visiting brethren are requested to meet at the hall. Those from the east side who may not be able to get any trip of the ferry earlier than that leaving the east side at 7.45, will have an opportunity of joining the procession at the head of Rodney Wharf.

NEW PRESIDENT ELECTED.

PARIS, June 22.—A despatch from Santo Domingo City announces that General A. Wos T. Gil, who recently became provisional president through the overthrow of General Horacio Vasquez, has been elected President of the Dominican Republic. General Eugenio Deschamps, who was a rival candidate for the presidency, but withdrew in favor of General Gil, has been elected Vice-President.

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., JUNE 23, 1902.

ST. JOHN AND HALIFAX.

It is hardly worth while for members of parliament to discuss the relative merits of Halifax and St. John as sea ports. Both harbors are good. Either of them is more than capable of accommodating all the export and import trade of Canada, summer and winter, even if the amount should be increased ten fold. There is practically no limit to the quantity of traffic that might be handled at St. John or Halifax. Berths could be provided at this port for hundreds, probably for thousands, of ships to lie at one time. Given the demand for the accommodation and the money to pay for the works, room could be found for the commercial fleets of the world. St. John and Halifax are equally and easily accessible at all times of the year. Neither port is wholly free from fog, but that is true of all ports on both sides of the North Atlantic. Both are free from obstruction by ice in the winter. There is a possibility of running a ship ashore in entering or leaving either harbor, because all sea ports must in the nature of the case have shores in their immediate vicinity. Any port or harbor may be attacked for the purpose of debate or of justifying high insurance rates. But for practical business purposes it may as well be assumed that St. John and Halifax are all right as sea ports, and that when equipped they would be individually or collectively sufficient for any possible demands upon them.

The only question that needs to be decided between these ports is the question of availability. Trade will seek the most convenient and economical route if a free choice is offered. In this case, all that St. John has a right to ask is that the proposed line be such as to reach St. John by the nearest possible route. All that Halifax should ask is that the shortest route to that port be accepted. If both these conditions can be obtained there should be no cause for complaint on sectional grounds. The most direct route from Quebec to Montreal meets the demand of Halifax. No other all-Canadian route to Halifax can be so short as this. But that route does not give the shortest line to St. John. Even with a branch, so-called, from Chipman to St. John, the line would be longer than one following the west bank of the river. If that route should be adopted it would probably be provided that the portion from Chipman to St. John would be the main line and that from Chipman to Montreal would be the branch. For even by this crooked road, St. John would be one hundred and fifty to two hundred miles nearer than Halifax to Quebec and the west.

NOT A BUSINESS PROPOSITION.

The Grand Trunk bill as it stands gives the company the right to issue stock for \$30,000 per mile and bonds for \$20,000, \$30,000 and \$50,000 per mile, according to the character of the different sections of the road. The bonds are intended to pay the whole cost of construction and if they have a government guarantee they will be more than sufficient. That will leave the stock to be divided up among promoters and their friends. These shares will represent no value and no outlay, and yet the traffic on the road will some day be expected to pay a dividend to the shareholders. The stock will in the meantime be a highly speculative investment, affording an additional entertainment for manipulators on the exchange, and for sanguine operators who make unauthorized use of other people's money.

If the issue is made as proposed it will not be a case of diluted or watered stock. The stock will be all water. All that it will represent is giving to Senator Cox and his friends of the Grand Trunk. On the basis of this free gift they propose to issue \$70,000,000 of stock, while the bond holders will have paid for the property. Perhaps the stock may be boomed to a high figure in some period of hopefulness. Probably it will have periods of collapse, when innocent holders will suffer and financial editors will discourse on the shrinkage of values, as if there had been any value to shrink.

THE CONFERENCE AND LIQUOR TRADE.

The Methodist brethren easily see the difficulties in the way of abolishing the liquor traffic by law. The Scott Act is a good local law, but as several ministers have pointed out it does not keep out supplies from licensed counties and cities like St. John. Provincial prohibition would widen the area, but could not prevent the importation of liquor and would leave exposed the border counties of the province. Federal prohibition would be most easy of enforcement, but it is most difficult to secure.

From the point of view of the prohibitionist it is quite true that St. John is "a rum hole." That only means that St. John is a city where intoxicating liquor can be lawfully obtained in any quantity, wholesale and retail. The liquor business has been

here for more than a century and it is carried on under much the same conditions as in other Canadian cities. It would probably be found if the exact truth could be learned that the quantity of liquor consumed in St. John city is less per head of the population than in any other Canadian town of more than twenty thousand inhabitants. But it is not relative temperance that the Methodist conference seeks. The ideal of that body is total abstinence for the individual and the community. From this point of view the conditions of St. John leaves much to be desired, and so, for that matter, does the condition of other New Brunswick towns and counties.

PARLIAMENT.

In the commons yesterday, the house went into committee on the Grand Trunk Pacific bill. Mr. McCarthy stated that the line from Montreal to Port Simpson would be from 4,500 to 4,600 miles in length. The leader of the opposition called attention to the over-capitalization and high bonding powers of the road. He would require some very definite and good reasons before he would vote to giving the company powers for the prairie section, when the Canadian Northern was being equipped for \$18,000 per mile. Another disadvantage was that the company after securing a capital to the amount of \$78,000,000 could complete only such portion of the line as it saw fit and then allow the charter for the remainder to lapse.

Blair contended that the powers were not excessive, when the cost of the whole road was averaged up, and promised that if the government submitted a subsidy bill to parliament the latter would name the road and offer any other suggestions it saw fit. If no aid was given, then the company should be permitted to do as it liked.

Mr. Borden again protested against giving the road such powers of capitalization as they sought, and said this was the time to decide the question. Mr. McCarthy supported the leader of the opposition, and declared that Blair's proposal was that the company granting a subsidy was unique. He wanted the whole question settled at once. With the west growing as it is, the bonding powers of the road should be cut in half. He would like to see a bill on the prairies for \$15,000 a mile and money could be secured without any difficulty.

Mr. Bourassa also criticized Blair for his evident desire to give away everything without safeguarding the interests of the people. He moved, seconded by Mr. Angers, that the capital be reduced from \$78,000,000 to \$50,000,000.

Hon. James Butherford objected to any such treatment being accorded the bill. When the route clause was reached Mr. Fowler of Kings Co. asked if the line from Quebec to Montreal would cross the state of Maine.

Mr. McCarthy replied that all parliament could do was to grant running rights in Canada, and his advice was that all a Canadian route would be used.

Logan, Emmerston of Westmorland, and Roche spoke on the advisability of constructing the eastern line to Montreal. Emmerston contended that St. John could not handle the traffic, and Roche called attention to the advantages enjoyed by Halifax as the winter port.

Mr. Blair, replying, slashed around in great style. He took Emmerston to task for daring to hint that St. John could not handle all the freight that came that way. As for the distance from St. John and Halifax to European ports, Blair claimed that the disadvantages were not what they were claimed to be. The discussion was entirely settled in favor of the bill.

St. John had spent a large sum of money to equip its harbor and would always be found ready to do her share. Freight shipped from Halifax would have to be loaded and unloaded at a loss, and that port was therefore out of the question.

Ross of Victoria referred to St. John harbor as a mud hole, which was dangerous for ships to enter. Halifax, he submitted, was the proper terminus.

Col. Tucker championed St. John's case. Mr. Borden said that the much talked of jealousy between Halifax and St. John had been magnified. St. John had shown that it was able to handle steamers, and Halifax had a harbor that was all that could be desired.

Mr. Haje called attention to a misstatement that was made to the effect that the maritime members were called together and had agreed upon Montreal as the best terminus available. Only a few liberals had been consulted and the opposition were ignored. St. John as a port did not need any defence.

The route clause was then adopted. Blair thought the committee was in bad humor owing to the remarks made by some liberals.

The house concurred in certain votes supplied from supplementary estimates needed by the government and house adjourned at 1.30 a.m.

THE RUSSIAN-CHINESE DEAL.

LONDON, June 22.—According to the Pekin correspondent of the Times, Prince Ching, president of the foreign board, admits having submitted to M. Lessar, lately Russian charge d'affaires at Pekin, a memorandum of an agreement between Russia and China regarding Manchuria and New Chang, which is now being discussed at St. Petersburg. He declines to intimate what the character of the Russo-China agreement is to the ministers of the other powers, though there seems small doubt that the agreement is satisfactory to both China and Russia.

A FAKE NOBLEMAN.

DRESDEN, Saxony, June 22.—George De Focke, an alleged baron, has been arrested here and sentenced to ten days' imprisonment for assuming the title of nobility. On his release he will be turned over to the Berlin police, who want him on the charge of swindling. It is further asserted that he is wanted by the American police on the charge of bigamy in having married a New York woman while his wife, a San Francisco actress, was alive. De Focke, who is a Hungarian, succeeded in ingratiating himself into the highest society here.

Mr. Carham, from Pugwash with cargo, reached Liverpool yesterday. She comes out again for another cargo.

IMPERIAL DEFENCE.

The Colonies Will be Expected to Bear a Share—The Alaskan Boundary.

TORONTO, Ont., June 22.—News London cable says the Federation of Imperial Defence has promulgated a resolution urging the government to insist upon colonial contributions to the army and navy in the event of any preferential scheme being adopted. They point out that the whole burden of empire falls on the shoulders of the homeland, and this must be changed. Amid the conflicting views of Chamberlain, Motherlanders are agreed that if any fiscal favors are granted to colonies the latter must contribute to imperial defence. Mr. Chamberlain, it is pointed out, keeps the features of his policy in the background, but his opinion thereon is pronounced. The constant diatribe speeches by Premier Borden of New Zealand and others of his type are offensive to all Englishmen who have a growing feeling that the colonies do not pay their fair share towards defence of the empire. It is generally assumed by supporters of the preference policy that the colonies by the event of preference being extended to them, will contribute liberally to imperial defence. Sir Richard Jebb, M. P., advocates extending preference to Australasian butter, cheese and bacon. He maintains that Australia and New Zealand are enthusiastically in favor of the preferential programme. Sir Richard ignores Canadian exports, who is a favorite of King Edward, urges that India should be included in any scheme for fiscal union.

A hitherto unpublished letter of Hon. John Bright, written in 1877 and containing protection and landing free trade, is published today.

The hopeless illness of Justice Armour has created the necessity of appointing a new commissioner on the Alaskan boundary tribunal. This will likely delay the assembling of the commission until October at the earliest. There is also a rumor in circulation to the effect that the American commissioners are not so anxious of their own case that they are not in a hurry to let the public see how feeble it really is. It is undoubtedly the official American idea to deviously yield to Canada's claims with regard to the boundary, especially in the face of the growing desire in England to put a tariff on American goods.

Montreal Star's London cable says: Hon. C. C. Kingston, Australian minister of customs, announces that the federal government proposes to follow the Canadian precedent and pay a bonus of 20 per cent. on value of manufactured iron made from Australian ores. The Daily Chronicle warns Australia that Hon. J. I. Tarte has declared that the bonus system is not policy, but an expedient which has not led to good results.

A TRUE AUTOMOBILE.

J. A. Queen, provincial manager of the Canada Life Insurance Co. has purchased a handsome automobile of the Rambler pattern. The machine arrived yesterday and made its debut in the afternoon when it lived up to all automobile traditions by running into and smashing B. Vanwart's express wagon on Main street in remarkable good style. There were no persons in the wagon. People are still picking them up.

TORONTO OLD BOYS' REUNION AND HOMECOMERS' FESTIVAL. Toronto, July 1st to 4th.

For the above the Canadian Pacific Railway has arranged to issue round points in the Maritime Provinces at single fare for the round trip. Those wishing to attend should communicate with Mr. C. B. Foster, D. P. A., C. P. R., St. John, N. B.

A SNUG SUM CLEARED.

LONDON, June 22.—Record receipts for a London matinee were reached at Beerbohm Tree's performance today of "The Man Who Was" at His Majesty's theatre for the benefit of Queen Alexandra's hospital at Davos, Switzerland. A total of \$25,000 was netted.

MARRIAGES.

FRANT-HANFORD—At St. Alban's church, Fort Lawrence, N. E., on June 18th, by the Rev. Cecil F. Wiggins, rector of Seckville, N. B., Frank Parker Grant of Halifax, N. B., and May Hilpistey, daughter of H. Hanford of Amherst and Fort Lawrence.

KIERSTEAD-REID—At 51 Queen Street, on June 22nd, by Rev. G. O. Gates, D. D., Isaiah T. Kierstead of St. John and Mercedes Reid of Cliftondale, New York, U. S.

CRICKET.

ADVICE TO YOUNG PLAYERS. Len C. Braund gives the following advice to young players: A few words of advice to willing and energetic players who have not had the opportunities of tuition will, I think, not be out of place. Always be keen and on the alert, saving a run when possible. If holding in the long field, don't wait for the ball to reach you, but run to meet it, keep your legs together, so that the ball does not jump between, gather it quickly and return immediately. Never hold the ball in your hands to see if the batsmen are going to take another run, for almost always, while you are thinking about it, they take the run, leaving you not only one to the bad, but looking decidedly stupid. Try, when returning the ball, to reach the player at the wicket on a long hop, and do not throw to hit the wicket directly, perhaps half volley or full toss. At cover point, or extra cover, one must always endeavor to throw full toss into the hands of wicket-keeper or bowler, or whoever is waiting to receive it. Don't throw at the wicket, as there are so many chances thrown away by attempting to knock the stumps down with the ball from cover point or thereabouts. It nearly always ends in a bad return, not giving the man at the wicket a chance of gathering the ball. It either comes a half volley or shoots along the ground, giving away overthrows. The slips are difficult places. I think the most unthankful places next to the stumps, for you are only just at the side or close behind him, and you must not for one single moment take your eyes off the game, for any ball, at any time, may be snicked into your hands. You have to watch not only the batsman, but the bowler, to see whether he is bowling his slow or fast ball. This gives you a better chance of judging the pace it would come if touched by you. Be always ready to dive out either hand for a catch, and try for everything that comes near you. Always watch the bowler and captain. They oftentimes wish to shift your position for a certain ball, and if you are not looking they do not care to sing out to you for the special occasion only, and thus chances are lost. Never wait for a ball to roll to the boundary; run for it, and try to save it. Always run after the ball immediately you have misfielded, as you are making matters worse. Be always ready to do as your captain desires. Try to win, and never give up until the game is finished. Keep your wicket, you will have fewer drawn games and many more wins for your club, besides making for yourself a better name as a cricketer. The above remarks, I think, are not out of place, and I trust may prove of some use to the younger cricketing element.

Doan's Kidney Pills

Had a severe pain in the small of the back. Was treated in the Hotel Dieu, Kingston, but not cured. Kidney trouble was the trouble.

Doan's Kidney Pills, 50 cts. per box or 3 for \$1.25, all dealers or THE DOAN KIDNEY PILL CO., TORONTO, ONT.

He tells about the cure in the following words: "I cannot recommend Doan's Kidney Pills too highly. I never took anything that did me so much good. I had a severe pain in the small of my back and could scarcely get up or down without help. I could hardly urinate, but when I did the pain was terrible. I was in the Hotel Dieu, Kingston, last winter and when I came out I was some better but not cured. It was when I saw Doan's Kidney Pills advertised. Since taking them I have been completely cured and have not had any trouble with my kidneys since."

Doan's Kidney Pills, 50 cts. per box or 3 for \$1.25, all dealers or THE DOAN KIDNEY PILL CO., TORONTO, ONT.

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Manchester, Robertson, Allison, Limited.

Men's Open Mesh Underwear For Summer.

Mesh Underwear has given great satisfaction to the wearers because of its delightful feeling of coolness during hot weather, and its healthy action on the skin. We expect a very large demand for it this season, and have now in stock nine different lines of these goods.

MEN'S FINE WHITE MESH UNDERWEAR. Shirts or Drawers 60c. per garment.

ENGLISH FANCY CHECK FLEX-INETTE UNDERWEAR. Shirts with half sleeves, 50c. to \$1.30 per garment.

ENGLISH WHITE MESH UNDERWEAR. Shirts, either half sleeves or long sleeves. Drawers either to Knee or ordinary length, \$1.25 to \$1.65 per garment.

SPARTAN WHITE MESH UNDERWEAR. Made by the Deimel Mesh Co., \$2.00 per garment.

THE GENUINE DR. DEIMEL LINEN MESH UNDERWEAR. Shirts, short or long sleeves. Drawers, short or long legs. We are sole agents in St. John for these goods. \$2.00 per garment. Two makes of the Dr. Deimel Underwear, light and medium.

The Celebrated Dr. Kneip Pure Linen Mesh Underwear.

Very light weights—Shirts with half sleeves, \$1.25 to \$2.75 per garment. Dr. Kneip's Pure Linen Mesh Underwear, light weight, \$1.75 to \$3.00 per garment. Dr. Kneip Pure Linen Mesh Underwear, medium weight, \$2.00 to \$2.75 per garment.

Sale of Waist Lengths and Remnants of Silks—Under Price.

We have placed on sale in Silk Room a large number of Remnants and Waist Lengths of Black and Colored Silks—the season's most desirable styles at prices that will be appreciated. It is one of the best remnant collections we have ever featured.

PARASOLS. In the Silk Room we are displaying a nice range of Parasols. White Japanese Silk Parasols, fringed. White Taffeta Silk Parasols, chiffon fringed. White Taffeta Silk Parasols, hemstitched. White Taffeta Silk Parasols with fagoting. White Brooch Satin Parasols. White Moire Silk Parasols. Colored Parasols.

Fancy Navy and Black and Black and White Parasols. Black Silk Parasols with chiffon frill. Ladies' Rain and Sun Umbrellas, with fancy handles in bronze, silver, pearl, polished pebble and natural wood. A special line of excellent value at \$1.60 each. LADIES' RAIN AND DUST COATS. New garments just opened in Silk Room. Three-quarter length Rain Coats, in Dark Grey, two capes, piped with black silk, \$7.75 and \$9.25. Black and Grey Mixed Cloth, with three capes, \$9.25.

Light Grey Fleece Cloth, with three capes, \$9.25. Ladies' Full Length Rain Coats, 54, 56 and 58 inch lengths. Fawn, at \$2.25, \$4.50 and \$7.00 each. Grey, with capes, \$14.50. LADIES' NEW WALKING SKIRTS AND RAINY-DAY SKIRTS. In Cloak and Costume Department second floor. A fine range of CLOTH SKIRTS for Outing, Walking and Rainy-day wear. In Black, Dark Grey and Navy Blue. Frieze Cloth, summer weight. Populaz prices, \$2.40, \$3.25, \$4.25 and \$4.50 each.

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

Manchester, Robertson, Allison, Limited.

The Attractions of Our stores are their Low Prices.

D.A. KENNEDY

(Successor to Walter Scott). 32-36 King Square, St. John, N. B.

No Dull Days at This Store.

Quick Sales and Small Profits Keep Us Busy.

Ready-Made Pillow Slips. 300 Ready-Made Pillow Slips, size 42x36, at only 1 c. each. Made from a good strong cotton, and well worth 20c. each. Some wonderful Bargains to be had here in hamburgs and laces at greatly reduced prices for this week. Come in and see these goods, it will pay you.

Hamburgs and Laces. A grand clearing sale of Muslins and Gingham. All imported goods from 10c. a yard up. Come early for first choice.

Muslins and Gingham. For one week we will hold a big sale of Men's Regatta Shirts.

Men's Regatta Shirts. THIS IS A Charm Richmond, with removable iron, making it easy to clean. Every one guaranteed a perfect baker. Easy on fuel. Latest and best heat indicator.

PHILIP GRANNAN 558 MAIN ST.

bohemian days in London. When the Emperor died the Empress Eugenie proposed to stay on, but insisted upon paying rent. This was declined by the owner, and both parties being obdurate, the Empress and Prince Imperial found another English home at Farnborough.

LONDON, Saturday.—Camden Place, at Chiswick, which obtained historical renown as the home in exile of Napoleon III. and the Empress Eugenie, has now become the headquarters of a golf club. The house was offered to Napoleon rent free by friends of his.