

Men's Overcoats.

We are full of enthusiasm regarding our new Overcoats. They are decidedly the finest lot we have yet brought to the city, and the quality at each price surpasses that of any previous season. Judicious buying and careful marking bring these really excellent coats to you at very moderate prices. New lines opened last week. Several lines nearly sold out already proclaim the advantage of early buying. Without doubt the first purchaser gets the pick of the new goods. Many have made their first purchases here this season. Can we not persuade you to do as many have already done—select early?

Good Oxford-mixed Frieze and Cheviot Overcoats at 10, 11, \$12

Grand Frieze and Cheviot Overcoats at 13.50, 15 to \$20

Loose hanging garments full of style and comfort.

Store closes at 7 o'clock; Saturday at 10.

A. GILMOUR, Fine Tailoring.
Men's Clothing

DO YOU EAT?

Campbell's Grocery, (formerly Rankin's), 16 Gormain Street.

INTRODUCTION OFFER NO. 2.

The following all new fresh stock for ONE

DOLLAR (cash) week:

1 Can Corn 10c.

1 Can Soda 10c.

1 Can Soup (Libby's) 10c.

1 Can Tomatoes (large) 10c.

1 Can Mushroom Ketchup 10c.

1 lb. Soda Raisins 10c.

1 lb. Soda Currants 10c.

1 lb. Cornstarch 10c.

1 lb. Vim (Gold Medal) Tea 10c.

1 Package 100c 10c.

All for (cash) 11.00

Saving 20c.

Four tons of Sugar sold last week on our special offer.

Tel. 155. Call to see what we can do for you.

CAMPBELL'S GROCERY, 16 Gormain St.

BASE BALL.

Boston Again Defeats Pittsburg.

PITTSBURG, Oct. 10.—The second largest crowd that ever attended a ball game here greeted the American and National League champions when they appeared on the field to play the fourth and last home game of the season. Boston won easily, 7 to 3.

The Franklin boys and the Red Sox played tonight for Boston, where they play on Monday. Attendance, 17,000. Score: R.H.E.

Pittsburg 000101001-310 3

Boston 000000000-711 1

Batteries—Phillips and Phelps; Young and Griggs.

Umpire, Connolly and O'Day.

All-Stars 5; Franklin's, 3.

A combination of local players, assisted by Jack Phelan, and styled the All-Stars, because it is as good a name as any other and answers the purpose, defeated the champion Franklin Saturday in a well played but unexciting game.

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phew's victory over St. John's speedy sprinter.

The Montreal race arrived from the Montreal race.

at the depot with a valuable Morris chair, in which he was carried to his home by the crowd.

ALLAN LINE

Wish to Withdraw Two Steamers

from St. John Route.

(From Monday's Daily Sun.)

There is imminent danger that St. John's loss of the five Allan line

mail ships now under contract to sail from this port during the coming winter.

The management at Montreal is trying to obtain from the government the important concession that the service for this season will be performed by three ships instead of five.

This probably means fortnightly instead of weekly sailings.

It is not very easy to ascertain exactly how far the management has succeeded in the effort to secure the consent of the St. John business men to this change.

Proceedings have been conducted with the greatest possible secrecy, and it is not known whether it is known outside the circle of business men who have been quietly approached with the view of obtaining their consent.

The recent visit of Hugh Allan, who was announced in all the papers, though no publicity was given to his particular mission.

His arrival was followed by the appearance of a petition addressed to the government of Canada.

The Sun has sought from several of the persons to whom this petition was presented for signature information as to its contents.

It was found that these gentlemen had been asked and in most cases had consented not to disclose to the press or the public the contents or purport of the document.

What is known is that the government is requested to continue the subsidy as the contract requires, but to permit two of the boats to discontinue their sailings to St. John.

So far as the Sun has been able to penetrate the veil of secrecy which obscures this important matter one of the reasons for the impairment of the St. John service is that Mr. Bosworth of the C. P. R. traffic department declines to guarantee freight at Sand Point for the mail steamer.

Another reason probably is the want of room at Sand Point, though there is no intimation that the Long wharf is likely to be overcrowded.

Apparently the Allan does not propose to take any traffic risks on their own account. Nor do they propose to relinquish the subsidy if they can help it.

It does not appear that the Intercolonial and Grand Trunk Company are offering any guarantee of winter port traffic by way of St. John.

Possibly the Intercolonial is expected to furnish freight at Halifax, for it is proposed to send to Halifax the two boats from the contract route. Yet it is not clear that the company expects to get freight at Halifax.

So far as the Sun can learn there is nothing in the petition which, if it were granted, would prevent the ships taking the bulk of their cargo at Portland or Boston.

As mentioned above a number of St. John men are taking the petition.

Another number refused to do so, some declaring that they would oppose such a change in the conditions. Some of those who refused say that if such a change is made, the company will be obliged to send to Halifax the two boats, or is possible, they do not propose to place the government and the company in a position to plead that it was done at the request of the St. John people.

St. John is to be deprived of this service if they propose to leave the responsibility where it belongs.

The council of the St. John Board of Trade is not a privy council. The meetings are supposed to be open to all members of the board.

But the council meeting called on Saturday morning for the purpose of dealing with this matter was not attended by outsiders. Those present were solemnly asked to keep quiet what happened.

Therefore the Sun is not able to report the proceedings. But the Sun is able to say that President Jarvis has declined to sign the representation to the government, that several other members were decidedly of the opinion that the board of trade should not commit itself as consenting to or in any way countenancing the proposed depreciation of the St. John service, and that some of those who signed the petition have expressed regret that they did so, though at last accounts they had not withdrawn their names.

It is learned that there was some rather plain talk at the meeting, but that the board of trade should not commit itself as consenting to or in any way countenancing the proposed depreciation of the St. John service, and that some of those who signed the petition have expressed regret that they did so, though at last accounts they had not withdrawn their names.

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