

DARDANELLES TO BE THE BIG, VITAL HUB OF THE WAR?

Great War May Be One or Lost There and Political And Economic Course of World for Decades to Come May Hinge on Outcome of Struggle Taking Place on That Battleground

The London correspondent of the New York Herald writes that the feeling is growing that the great war will be won or lost at the Dardanelles. The short waterway, centre of many of the most stupendous struggles in history, the dividing line between the West and the East, once again promises to decide the fate of nations. Not only nations, it may decide the political and economic course to be travelled by the world for decades to come.

Significant developments have come to pass, and if the succeeding events bears out the sanguinary promise of the days just passed the real fight for Constantinople and its gateway to the summer seas is just beginning. Be it as a secondary operation by a comparatively small Franco-British expeditionary force, it will grow to be the big, vital hub of the war, with every nation now engaged represented in the conflict except possibly Belgium and Japan. The places of these two belligerents, if current prophecies are dependable, will be more than filled by Bulgaria, Greece and Roumania.

Bulgaria has issued a general order of mobilization. Greece has set in motion the wheels that will bring her army and navy to war strength. Roumania has maintained her army in readiness for eventualities since early in the war.

Thus the three remaining Balkan States are under arms and with Serbia and Montenegro already in the lists the Balkan peninsula presents the appearance of a vast military encampment.

Turkey's need of assistance to withstand the steadily increasing pressure against her has been the force that irresistibly has drawn the Balkan States into the net of war. Germany and Austria, facing certain defeat if the Dardanelles should be opened, need a direct route for communication with Constantinople. The only possible route lay through either Bulgaria or Roumania. The Quadruple Entente Powers found it to be as vital to their interests to prevent direct access to the Bosphorus. The needs of the contending groups of great Powers met in the Balkans and the fight for supremacy there began.

Balkans Overrun by Diplomats
Bucharest, Athens and Sofia have been filled with official and unofficial representatives of the central Empires and the Entente Powers. The battle of diplomacy and intrigue has been waged with all the finesse of which the European chancelleries are capable. Immense territories were held out to the neutral States as a bait for continued neutrality or for active assistance to one or the other of the groups.

Nationally Greece inclined toward the Allies, Roumania suspected of having a secret understanding with Italy and being denied by Austria the fulfillment of her aspirations in Transylvania and along the Danube, she was generally stamped with the Entente mark. Bulgaria, whose ruler is of Teutonic extraction, and whose court is pro-German, remained as the most likely field for German tilling.

Serbia, obligated to the Allies, was persuaded to offer to Bulgaria a large part of Macedonia if Bulgaria would maintain a neutral attitude. Bulgaria wanted more and Greece demanded that she be offered less. Roumania, holding territory the Bulgars considered rightfully to belong to them, offered to make concessions provided she was recompensed in another direction.

Trade bargaining occupied much of the summer and "Balkan Crisis" came almost a stock headline in the newspapers. An important fact remained that the trades were all to be effective "at the end of the war" and the value put on the concessions from either side was contingent on the turn of the war's wheel. Bulgaria for the last month has been the important factor in the negotiations. Weighing the promises from the Quadruple Entente against the promises from the Central Powers, she evidently has decided the benefits to accrue to her through Austro-German success more than balance the promises made by the Allies, and her order of mobilization is taken as a notification to the world that she has decided to cast in her lot with the Teutonic empires, open her roads for a passage to Stamboul, and take in return her chance of obtaining in the end a good slice of Serbia, the territory she claims in Macedonia and much of Thrace. Teutonic Allies Anticipated Decision That Berlin and Vienna long in ad-

vance were fully cognizant of the nature of the Bulgars' decision may be assumed from the fact that a concentration of strong Teutonic forces began along the Serbian frontier at least a month ago in preparation for a new offensive. It seemed for a time that Bulgarian attitude would be one of passive consent to the use of her territory once the Teutonic forces were across the neck of Serbian soil that separates Austria and Bulgaria. The developments of the last week, however, show that Sofia probably will not be content with such a comparatively peaceful role. Hard on the orders for the mobilization of the army, news comes that large bodies of troops are moving toward the Serbian border; a move which promises active co-operation with the Germanic invasion.

Austria and Germany began their campaign against the Serbia last Sunday by a bombardment of the frontier from Belgrade to Gradiste, a distance of sixty miles. For nine months the Serbian military activity has been confined largely to the strengthening of the frontier positions, and the Teutonic artillery must reduce or seriously weaken these defences before any actual invasion is attempted. Some infantry actions occurred during the week, principally between patrols and small detachments which the Germans have attempted to put across the Danube and the Save under the shelter of numerous islands that dot the rivers.

To cut a way across thirty miles of Serbian mountains and reach Bulgarian territory, the central empires have concentrated what is believed to amount to an army of 800,000 men, or twenty corps. This force consists principally of the levies called up for training in the spring, with a sprinkling of veteran units drawn from Galicia and the western front, and the two corps Austria has maintained at the frontier in the Serbian frontier. Against it is aligned the Serbian army, which the most liberal estimate places at 200,000 men, with a few French and an uncertain number of British. France early in the war undertook to Britain Serbia with her aerial corps. Britain sent over infantry detachments and artillery and has been adding constantly to the number of men assigned to this field. The War Office naturally has permitted no figures on the strength of these units to become public, and any estimate would be simply a wild guess. It may safely be said, however, that the total effective force now ready to oppose a Germanic drive would not exceed 350,000.

Difficulty of Terrain
The disparity in numbers between the Teutonic army gathered for the invasion and the defence, is partly counterbalanced by the terrain over which the armies will operate and which is comparatively easy to guard. The thirty miles between Austria and Bulgaria practically is a mountain wall. Wild, untravelled, alternating heights and ravines, it is admirably adapted to defence.

The nature of the country leads observers here to believe the main attack will be launched at Semendria, already under bombardment, from which town a course would be followed up the valley of the Morava to the point where it is joined by the Resava at Lapovo. The railway to Nish and the Bosphorus runs in this valley from Semendria through Lapovo. By turning to the left at this point an advancing army could benefit the Resava valley and turn the principal range of mountains about twenty-five miles west of the Bulgarian frontier.

This course would mean covering a distance of approximately one hundred miles where the air line across the Serbian neck is only thirty miles, but by taking the longer route the army of invasion would avoid much of the difficult country that would have to be negotiated in a direct march. The main Teutonic concentration is in the sector between two railroads running down to the Serbian border from Budapest, one passing through Belgrade and the other ending opposite Gradiste. The centre of the massed forces thus would be about Semendria and the mouth of the Morava, and an advance up the valley of this stream, if circumstances were favorable, could be continued on the railway through the temporary Serbian capital and straight to Sofia and Constantinople.

While the Turks since midsummer have been holding their own on the Gallipoli Peninsula, observers believe the time is near at hand when the allied forces will be able to undertake a general offensive infinitely more powerful than any yet attempted in this theatre. Reinforcements are pouring into the Aegean in great numbers. There are rumors here that 100,000 men have reached the base islands of the straits in the last two weeks and additional fleets of transports are arriving daily.

Russia's Remarkable Retreat
The Ottoman army so far has maintained an excellent morale and has refused to be shaken by the volcanic bombardments of the hundreds of naval and field guns massed against them. They are not well supplied with either gun or rifle ammunition, however, and the knowledge that their Germanic allies are attempting to hew a path across the Balkan peninsula to their assistance is expected to measurably stiffen their resistance.

Crisis after crisis has faced the Russian army since May 1, when Field Marshal von Mackensen launched his attack on the Dunajec line and began his drive through Galicia. Four distinct times it has been in imminent danger of envelopment and destruction—a large part if not the whole organization. Four times the genius of Russian leadership has extricated it from what seemed to be certain disintegration and defeated the Teutonic hopes for a decisive victory.

when their husbands were at home. Not all of them, or nearly all, by any means squander or misuse this money. Wives of civilian workmen in the district testify that in many cases the homes of the absent soldiers are better furnished and the children better clothed and fed than when the husband and father was at home; but instances in which the money is squandered are deplorably numerous. There is a feeling that the great leniency which is shown by the police, under instructions from Scotland Yard, while kindly meant, is a mistake. The special consideration which is shown to them is taken advantage of by many women, with the result that the children suffer."

A London market report says: "The present limitation of the sale of lump sugar by most grocers is not due to any dearth of sugar as a commodity. This particular thing requires a second baking, and consequently the employment of so much extra labor. The manufacture of it has therefore become much restricted. A granulated sugar from the Mauritius, which is slightly cheaper, is now largely taking its place. This is a pure cane sugar, whereas lump is often a mixture of beet and cane. Lump is, however, preferable for making jam, because, having been baked it sets better. There is plenty of sugar in the market just now. In Java they have had this year the finest crop yet recorded. The only deficiency is in Dutch crushed and preserving sugar. The best sugar which formerly came from Belgium, and Austria is not now available but there will soon be supplies of English beet in the market."

A British general in a private letter, describes how the artillerymen of the new Kitchener armies, upon their arrival in France, are put into training with experienced French batteries: "One of my guns was carefully drawn to the position at present occupied by a French gun, in the centre of a French battery. Our men worked their best in order to do things well under the eyes of the French gunners. After having placed the British gun on the right spot, the Frenchmen communicated to our officer the precise position of a machine-gun emplacement situated at a range of about 1,800 yards. They knew this emplacement, and they were able to help us to time our fuses with the greatest accuracy. Indeed, they showed themselves past-masters in the art of making our men believe that they were doing things themselves. Then we fired our gun, and at the second shot the German emplacement was destroyed, at which there was great joy among our section of gunners. There was the same joy and hearty congratulations on the part of the French gunners. Today the position will be occupied by three French guns and one British gun; to-morrow by two French guns and two British; next by three British and one French gun. All this time the battery commander, who hitherto has never seen a British gunner. Only when the battery consists of four English guns will a British officer take command of it. Until then he will remain as long as necessary receiving, with his British gunners, indications with regard to the country drawn from the experience of the French gunners, who have held the position since November, 1914. Only one

man can command a battery of four guns, and that is always the man who has been longest on the spot, without respect of nationality or seniority."

A Paris correspondent of a London paper writes: "The Etat Railway, so long scornfully known as the 'Ouest-Etat,' a synonym of inefficiency and particularly of dangerous travelling, has now become one of the most progressive. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain



"The Counter Sign!"

WHEN you see this Gillette "Bulldog" or any other Gillette Sign in a dealer's store, you'll know that he has a lifetime of velvet shaves to exchange for your five dollar bill.

Your shaving troubles—honing and stropping beforehand—pulling and gashing while the job is on—and that raw smarting afterward—will all capitulate to the

GILLETTE SAFETY RAZOR

The electrically tempered Gillette Blades take and hold an edge unequalled for smooth keenness. Adjusted to suit the man who is using them, they make heavy beards seem soft, and tender skins feel normal.

They'll cut your shaving time in half, yet multiply your comfort. Give your face a square deal! Keep a lookout for the Gillette Signs (you may find them in a dealer's window or on his storefront) and get a Gillette—you'll certainly enjoy it.

"Bulldog", "Aristocrat" and Standard Sets, \$5.00—Pocket Editions, \$5.00 to \$6.00—Combination Sets, \$6.50 up.

Gillette Safety Razor Co. of Canada, Limited
Office and Factory: - - Gillette Building, Montreal

ENGLISH SIDELIGHTS ON THE WAR

The most recent enterprise of the Young Men's Christian Association in Great Britain, to send snapshots from home to the men on active service, is meeting with an extraordinary wide response. The scheme has just been put in actual working order, and already about 10,000 snapshots have been taken, and the work, which comprises 3,000 branches, with from 6 to 150 members is only in its initial stages.

Referring to reports about the increase of drunkenness in the East End of London, among the wives of soldiers and sailors, a London reporter writes: "Monday, when allowances are paid, is the worst day. In a post office near the Victoria Docks yesterday sums of money were being paid out to a crowd of women, larger, it is safe to say, than they ever handled

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

two million tons of coal from the British Admiralty on the most-favored-nation terms. The Admiralty even lent ships to convey the precious freight to France. The whole of the consistant is now resting in France, the major part in great stacks which have been formed at various points. To these stocks come the military and naval authorities who have need of the combustible for purposes of national defence."

country, as well as a most powerful instrument of commercial aggrandisement. Its latest feat in bringing coal to the most important State industries in France is of a piece with its other achievements in doubling its tracks, cutting short the journey to the sea on the Dieppe and Newhaven route, rebuilding the Gare St. Lazare, and in doing other work to improve its service. Evolving the Alliance, an entity of the railway was able to obtain

ME CALLUM'S Perfection SCOTCH

Smooth As A Kitten's Wrist

The Whisky For The Home

There Is No "Smoky" Taste About

The Digestibility of Age Belongs To

ME CALLUM'S Perfection SCOTCH

Beware of imitations—Always Ask for D. & J. McCallum's

LABATT'S STOUT

The very best for use in ill-health and convalescence. Awarded Medal and Highest Points in America at World's Fair, 1893.

PURE—SOUND—WHOLESOME

JOHN LABATT, LIMITED, LONDON, CANADA

ARTIES IN SCOTT ACT LOCALITIES SUPPLIED FOR PERSONAL USE. WRITE ST. JOHN AGENCY, 20-24 WATER STREET.

Hotpoint Electric Irons

3, 5, 6 lb.

\$3.50 each

MAZDA LAMPS, 10 to 60 watt, 30c each. In dozen lots.

PHONES: M 2579-11, M 1595-11

HIRAM WEBB & SON
91 Germain Street

Ready For Driving

We are showing an excellent line of Driving Harness in Nickel Solid Nickel, also rubber mounted. We also carry a full and complete stock of Horse Furnishing Goods, all which we offer at low prices.

H. Horton & Son, Ltd.
9 and 11 Market Square, St. John, N. B.

ONTARIO FRUIT

Car Peaches, Plums, Pears and grapes, due the 20th. Last chance for Plums.

A. L. GOODWIN

WATCH REPAIRERS.

Swiss watch repairer, 138 Mill St. Work guaranteed.

PATENTS.

Trade-marks, Patents and Trade-marks pro-d, Fetherstonhaugh and Co., Pat-Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS, all string instruments and Bows repaired.

SYDNEY GIBBS,
Sydney Street.

ENGRAVERS.

F. C. WESLEY & CO.,
Watch, Engravers and Electrotypers,
59 Water Street, St. John, N. B.
Telephone 982.

WATCHES.

Full line of Bracket and other styles at lowest prices.

ERNEST LAW,
Jeweler of Marriage Licenses,
5 Coburg Street.

ONTARIO FRUIT

Car Peaches, Plums, Pears and grapes, due the 20th. Last chance for Plums.

A. L. GOODWIN

WATCH REPAIRERS.

Swiss watch repairer, 138 Mill St. Work guaranteed.

PATENTS.

Trade-marks, Patents and Trade-marks pro-d, Fetherstonhaugh and Co., Pat-Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS, all string instruments and Bows repaired.

SYDNEY GIBBS,
Sydney Street.

ENGRAVERS.

F. C. WESLEY & CO.,
Watch, Engravers and Electrotypers,
59 Water Street, St. John, N. B.
Telephone 982.

WATCHES.

Full line of Bracket and other styles at lowest prices.

ERNEST LAW,
Jeweler of Marriage Licenses,
5 Coburg Street.

ONTARIO FRUIT

Car Peaches, Plums, Pears and grapes, due the 20th. Last chance for Plums.

A. L. GOODWIN

WATCH REPAIRERS.

Swiss watch repairer, 138 Mill St. Work guaranteed.

PATENTS.

Trade-marks, Patents and Trade-marks pro-d, Fetherstonhaugh and Co., Pat-Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS, all string instruments and Bows repaired.

SYDNEY GIBBS,
Sydney Street.

ENGRAVERS.

F. C. WESLEY & CO.,
Watch, Engravers and Electrotypers,
59 Water Street, St. John, N. B.
Telephone 982.

WATCHES.

Full line of Bracket and other styles at lowest prices.

ERNEST LAW,
Jeweler of Marriage Licenses,
5 Coburg Street.

ONTARIO FRUIT

Car Peaches, Plums, Pears and grapes, due the 20th. Last chance for Plums.

A. L. GOODWIN

WATCH REPAIRERS.

Swiss watch repairer, 138 Mill St. Work guaranteed.

PATENTS.

Trade-marks, Patents and Trade-marks pro-d, Fetherstonhaugh and Co., Pat-Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS, all string instruments and Bows repaired.

SYDNEY GIBBS,
Sydney Street.

ENGRAVERS.

F. C. WESLEY & CO.,
Watch, Engravers and Electrotypers,
59 Water Street, St. John, N. B.
Telephone 982.

WATCHES.

Full line of Bracket and other styles at lowest prices.

ERNEST LAW,
Jeweler of Marriage Licenses,
5 Coburg Street.

ONTARIO FRUIT

Car Peaches, Plums, Pears and grapes, due the 20th. Last chance for Plums.

A. L. GOODWIN

WATCH REPAIRERS.

Swiss watch repairer, 138 Mill St. Work guaranteed.

PATENTS.

Trade-marks, Patents and Trade-marks pro-d, Fetherstonhaugh and Co., Pat-Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS, all string instruments and Bows repaired.

SYDNEY GIBBS,
Sydney Street.

ENGRAVERS.

F. C. WESLEY & CO.,
Watch, Engravers and Electrotypers,
59 Water Street, St. John, N. B.
Telephone 982.

WATCHES.

Full line of Bracket and other styles at lowest prices.

ERNEST LAW,
Jeweler of Marriage Licenses,
5 Coburg Street.

ONTARIO FRUIT

Car Peaches, Plums, Pears and grapes, due the 20th. Last chance for Plums.

A. L. GOODWIN

WATCH REPAIRERS.

Swiss watch repairer, 138 Mill St. Work guaranteed.

PATENTS.

Trade-marks, Patents and Trade-marks pro-d, Fetherstonhaugh and Co., Pat-Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS, all string instruments and Bows repaired.

SYDNEY GIBBS,
Sydney Street.

ENGRAVERS.

F. C. WESLEY & CO.,
Watch, Engravers and Electrotypers,
5