

## Outdoor Games!

We have now a good stock of CROQUET at prices from 85c to \$17.00 per set. This game has come into popular favor again, and this would be a good time to get a set.

Our stock of Lawn Tennis Goods, Cricket Goods, Golf Goods, etc., etc., is also good.

We have just opened another lot of the celebrated Vardon Flyer Golf Balls.

W. H. THORNE & CO., -- Limited.



## Hammocks at Slaughter Prices.

No half-way measure, but a big, deep clearance sale cut. 20 per cent. discount. Customers have said our hammocks at regular prices were excellent value, and with these reduced prices our stock went last long. All made by "Palmer," the attractive, durable kind:

The 70c. style, now 56c.  
The 90c. style, now 72c.  
The \$1.25 style, now \$1.00  
The \$1.50 style, now \$1.25  
Many other patterns at equally low prices.

EMERSON & FISHER, 75 Prince Wm Street.

\$1.00  
a Pair.

\$1.00  
a Pair.

## A SOLID COMFORT HOUSE SLIPPER.

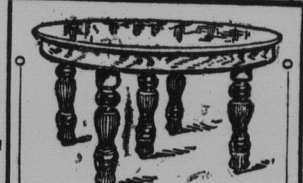
Made on a common sense last, wide toe, low broad heel, turned, one strap. Just the slipper so many have been looking for, but which heretofore has been difficult to get.

\$1.00 a pair.

## WATERBURY &amp; RISING,

61 King St. 212 Union St.

ELM  
Extension  
Table.  
Golden Finish.



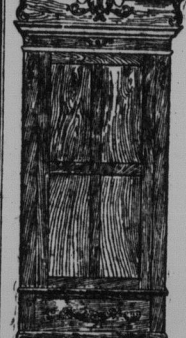
Top 44 inches in diameter, extends 8 feet.  
\$10.45

## Wardrobe

(Elm)  
Golden finish.  
3 feet wide.  
7 feet high.  
One large drawer.

\$10.35

Our stock of Furniture is now complete. Our prices the lowest.



F. A. JONES  
60'  
(Limit ed)  
16 and 18 King St.

## TOO LATE FOR CLASSIFICATION.

FOR SALE—A splendidly built, very handsome little row boat. For sale at a reasonable price. Apply J. O. STACKHOUSE, 57 Market Place, city, West End.  
TO LET—Self-contained flat. Enquire of M. J. WILKINS, 91 Haymarket, square.  
WANTED—An experienced kitchen girl. Wages \$10 per month. Apply at Carroll Hall, 71 Waterloo street.  
LOST—Between Paddock street and the Opera House, by way of Waterloo and Union streets, a horse-shoe stick pin, set with brilliant. Finder please return to V. L. MORRILL, care of James Robertson & Co. Reward.

Dr. James Hannay and Mrs. Hannay, are visiting their daughter, Mrs. C. H. Climo, at Rockingham, N. S. Dr. and Mrs. Hannay are accompanied by their niece, a daughter of Judge Hannay of Minnesota.

Miss Nellie McInerney, King street, east, left this morning to visit friends in Bathurst.

Mrs. James McKeown of Dorchester, Mass., with her daughter, Mrs. William Boback and family, of Boston, are visiting relatives and friends in this city.

## CLOSE TODAY AT ONE.

## Clean Sweep Sale of Men's and Boys' Suits!

We will begin on Monday morning a clean sweep of all of the Suits now in stock, the prices have been cut deeply, so as to clear them out quickly. You can get

GENUINE BARGAINS IN SUITS NOW.

\$5.00 Suits now \$3.95. \$6.00 Suits now \$4.95. \$7.50 and \$6.50 Suits now \$6.00.  
\$11.50 Suits .....  
\$10.00 Suits .....  
\$9.50 Suits .....  
\$8.75 Suits .....  
These are all new goods this season's make and will be found up-to-date in every respect.

Now \$8.00

J. N. HARVEY, Tailoring and Clothing,  
199 and 201 Union Street.

## PATRIOTIC WAR ON OCEANIC.

Singing of British Anthems on July 4th, Resented.

New York Lawyer Denounces the Englishmen and Almost Causes Serious Disturbance.

NEW YORK, July 24.—With the coming of the Oceanic into port yesterday there also arrived the first news of an international squabble on the outward voyage, which divided the passengers into two factions and nearly resulted in a physical disturbance of a serious nature.

J. Power Donellan, a lawyer, with offices at No. 140 Nassau street, was a passenger outward bound to Ireland, and because of an alleged display of British intolerance on July 4, Mr. Donellan and his sympathizers resolved to have revenge at the concert held the evening previous to the vessel's arrival in Cork harbor.

There had been a concert on the American fete day, at which "God Save the King" and "Rule, Britannia," had equal place with songs of the western land. Mr. Donellan and his followers declared that they were annoyed by a continuous repetition of the songs on a day unsuitable from its historical rature for such a display of pro-English sentiment.

The Americans and Irish invited their English fellow travellers to the concert two days later. All went well until Mr. Donellan, as arranged, began to speak. Before he finished his remarks the officers of the ship had to pull him off the table he had mounted to avert serious trouble.

"I desire," he said before interruption, "to remind you Englishmen that there is one day on which you cannot with propriety sing 'Rule Britannia' and 'God Save the King'; that day is the Fourth of July, which is dedicated to the independence of America and to the banishment from shores of stern king of England and his flag. Our gallant ancestors watered the tree of liberty with their blood and cast out the English flag forever."

Then there was an uproar, all present took of the ship whereby he secured control of the ferry for ten years. Under this contract Mr. McSweeney was to build a new steamer to replace the Victoria, which was in a bad condition. The new boat was to be completed in three years, and during this time the Victoria and the Lady Coldbrook were kept on the run.

Then Mr. McSweeney built the Prince of Wales, which made her first trip across the harbor on August 3rd, 1860, the day on which the Prince of Wales, now King Edward, landed in St. John.

Immediately upon the coming into service of the new boat the Victoria was condemned and broken up, and the Prince of Wales and Lady Coldbrook performed the service. Both run to the Rodney slip, which had been extended, and the approach to which was deepened.

The Prince of Wales had side cabins on deck, instead of below, as was the case with the Victoria and Lady Coldbrook. There were four of these cabins, but between them there was no passageway, and persons wishing to go from

## WHISTLER'S MARRIAGE STORY.

Mr. Labouchere Tells How He Brought About Wedding of the Artist and Mrs. Godwin.

The Herald's European edition publishes the following from its correspondent:

LONDON, July 23.—Mr. Labouchere, in truth, tells the following anecdote of James McNeill Whistler, which corrects certain apocryphal versions of the late artist's marriage.

"I believe," writes Mr. Labouchere, "I was responsible for his marriage to the widow of Mr. Goodwin, the architect. She was a remarkably pretty woman and very agreeable, and both she and he were thorough Bohemians. 'I was dining with them and some others one evening at Earl's Court. They were obviously greatly attracted to each other and a vague sort of way they thought of marrying, so I took the matter in hand to bring things to a practical point.

"'Jimmy,' I said, 'will you marry Mrs. Godwin?'"

"'Certainly,'" he replied.

"'Mrs. Godwin,'" I said, 'will you marry Jimmy?'"

"'Certainly,'" she replied.

"'When?' I asked.

"'Oh, some day,' said Whistler.

"'That won't do,' I said; 'we must have a date.'

"'So they both agreed I should choose the day, tell them what church to come to for the ceremony, provide a clergyman and give them a bride away.

"'I fixed an early date and got them the chaplain of the House of Commons to perform the ceremony. It took place a few days later. After the ceremony was over we adjourned to Whistler's studio, where he had prepared a banquet. The banquet was on the table, but there were no chairs, so we sat on packing cases. The happy pair when I left had not quite decided whether they would go that evening to Paris or remain in the studio.

"'How impractical they were was shown when I happened to meet the bride the day before the marriage in the street.

"'Don't forget tomorrow,' I said.

"'No,' she replied; 'I am just going to buy my trousseau.'

"'A little late for that; is it not?' I asked.

"'No,' she answered; 'for I am only going to buy a tooth brush and a new sponge, as one ought to have new ones when one marries.'

"'However, there never was a more successful marriage. They had each other and lived most happily together, and when she died he was brokenhearted, indeed. He never recovered from the loss.'

Arthur E. Anderson, government architect at Manila, who recently secured the first prize of \$1,000 in an open competition for a representative Philippine building at the St. Louis Exposition, has been ordered by the U. S. government to return to St. Louis to superintend the construction.

J. B. Harris of Toronto, one of the auditors of the Massey Harris Co., arrived in the city yesterday to audit the books of the local branch here.

## FERRY COMPLAINTS OVER 60 YEARS OLD.

Interesting History of the Service Since Its Establishment in 1838. Troubles All the Time.

While the matter of an improved ferry service is occupying a prominent place in the public mind, the following brief review of the service in the past may not be without some interest.

St. John had a ferry steamer as early as 1838, when the first boat, the Victoria, named in honor of the late queen, went on the run. The Victoria was built in the shipyard in Carleton place, the building being the grandfather of Isaac Olive, present steamboat inspector. She was about half the size of the Oceanic, and had one cabin, 12 ft. x 18 ft. In this there were no windows, but it was lighted by the stairway leading down to it and by a lamp in which seal oil was burned. This cabin was below deck.

The Victoria ran from the present St. John slip to what was known as Strange's slip, just above Navy Island, near where Colwell's fish store now stands. When the tide was low she was unable to make this landing. Later the Rodney wharf was repaired and the Victoria went to it, excepting at very low tide, when she landed at a side wharf at Sand Point, where No. 1 slip now is. Nehemiah Vall was her captain, and William Smith, late steamboat inspector, her first engineer.

Some years later a second ferry boat, the Lady Coldbrook, was built for the city at McLellan's yard, and was run by the city. At this time there were many complaints about the service and on this account the rents of the boats were leased for short terms and the service was managed by private parties. This arrangement, however, did not prove satisfactory, and after a number of lawsuits had been settled John McSweeney entered into an agreement with the city whereby he secured control of the ferry for ten years. Under this contract Mr. McSweeney was to build a new steamer to replace the Victoria, which was in a bad condition. The new boat was to be completed in three years, and during this time the Victoria and the Lady Coldbrook were kept on the run.

Then Mr. McSweeney built the Prince of Wales, which made her first trip across the harbor on August 3rd, 1860, the day on which the Prince of Wales, now King Edward, landed in St. John. Immediately upon the coming into service of the new boat the Victoria was condemned and broken up, and the Prince of Wales and Lady Coldbrook performed the service. Both run to the Rodney slip, which had been extended, and the approach to which was deepened.

The Prince of Wales had side cabins on deck, instead of below, as was the case with the Victoria and Lady Coldbrook. There were four of these cabins, but between them there was no passageway, and persons wishing to go from

one end of the boat to the other, had to walk past the horses.

After about ten years, as dissatisfaction with the service continued, the common council decided to build the present Oceanic. She was begun in 1869 by Isaac Olive, the present inspector, who built her in Carleton almost on the same spot as his grandfather had built the Victoria. The Oceanic was completed in 1870 and was registered on July 13th. She at once went on the run, replacing the Lady Coldbrook, which at the end of Mr. McSweeney's term of lease had been condemned. The Oceanic was to have been ready in 1869 at the expiration of McSweeney's lease, but there was some delay and McSweeney ran the Prince of Wales until the Oceanic was ready.

Then McSweeney wanted to sell the Prince of Wales to the city, but as his offer was not accepted the boat was sold for junk, hauled up in the slip in front of Allan's foundry in Carleton and was burned in the fire of 1875.

The corporation had then only the Oceanic for the service, but about this time the European and North American Railway from St. John westward, afterwards known as the Western Extension, came to Carleton and wanted to secure control of the ferry. This company got a 21 years' lease upon the agreement that a thousand dollars a year would be put into a sinking fund to pay the city for the Oceanic, that three thousand a year would be paid as rental, and that a new boat would be built. In accordance with this agreement the steamer Western Extension was built for the company by Joseph Dunlop at Millville.

The railroad company ran the two boats for a time, until, on account of debt, they were seized by Collins Lloyd, at that time a prominent coal dealer in the city. Mr. Lloyd maintained the service until the boats got into bad repair, when they were taken charge of by the city. Then followed a friendly lawsuit between the city and the Western Extension for the purpose of determining the ownership of the boats. It was decided in favor of the railroad, which afterwards made a proposition to give over both steamers to the corporation upon payment of \$21,000. This offer was accepted by the city, under whose control the ferry has remained ever since. This was in 1877.

The ferry service was looked after by the chairman of the ferry board, and by an official known as the ship's husband until 1883, when Adam Glasgow was appointed superintendent. Since then the boats have been under his direct control.

Among those who have been in command of the steamers at different times are Nehemiah Vall, Dennis Coghlan, Nicholas Stillwell, Isaac Stevens, Price, Welsh, McAfferty and Nice.

## IMPORTANT TO BUSINESS MEN.

## New Customs Amendment Makes

## Several Important Changes—

## Interest of Importers Favored

The new Customs Amendment Act, which has now become law, is a measure of great importance to business men. In framing the act the minister of customs evidently had the interests of the importer in view.

An important concession to importers is that now invoices may be accepted in the currency in which goods are actually purchased, instead of as formerly in the currency of the country from which goods were exported. This will simplify matters much to importers, who frequently purchase goods in one country in the currency of another.

Advantage also lies in the enlargement of the time in which refund claims may be made. Formerly if there was an error in invoice or shortage in goods, or if goods were damaged in transit, no refund claims could be entertained unless notice was given in ten days from date of entry of the goods. This period has been extended to fourteen days.

A new clause provides that if goods are injured or destroyed in whole or part, by fire or other casualty, after entering a customs port, and while goods remain in custody of the officer of customs, the duties of the goods destroyed will be refunded. Formerly no refund of duty was allowed under such circumstances.

An important change is made which affects transportation companies. Up to the present time, railway, express and steamship companies have had to pay the charge for attendance of customs officers outside of official hours, and this charge has amounted to annually in the whole of Canada to nearly \$80,000. The expense of this service will hereafter be borne by the department of customs, an appropriation for that purpose having been voted by parliament. The companies will, however, continue to pay for the attendance of officers on Sunday.

"The government has power under the new act to reduce the duty on any article, whether a product or products of manufacturers, used as material in Canadian manufactures. Heretofore the governor-in-council had power to abolish but not to reduce duties. This clause will be distinctly encouraging to manufacturers.

John D. Purdy, Jr., has resigned the position of general manager of the McAdams Metal Co. of Canada, Limited, and left yesterday afternoon for New York, Chicago and St. Louis on a personal business trip.

## WATCH FOR THE COMET.

Borelli Comet Now Visible to the Naked Eye.

May Be Seen Tonight Near the Great Dipper—It Is Nearing the Sun.

The movements of the Borelli comet are being nightly watched with considerable interest in this city. The comet is brightening every night as it travels nearer the sun, although the effect of this brightness is offset partly by its increased distance from the earth. It will continue as at present, however, and will gradually grow more interesting until it reaches its perihelion, the point of nearest approach to the sun, on August 21.

The comet may be seen with the unaided eye and may be readily located because it differs from the ordinary star by being hazy and indefinite in outline or because it does not twinkle.

It may be better seen, however, by the aid of an opera glass or a strong field glass. With either of these a small portion of the tail is visible. A small conical shaped mass extends from the head and tapers off to a distance of some three degrees. I am of the opinion that he tail is not forked.

The principal difficulty in pointing out its position in the sky arises from its rapid motion. Tonight, however, it may be seen, between the hours of nine and ten o'clock, in the immediate vicinity of the Great Dipper, toward which it is now travelling.

Whether the comet will go between the earth and the sun is not yet certain, but there is no danger that it will come in contact with the earth. It is comparatively small in diameter and the tail perhaps 700,000 miles long.

## MANAGER STAVERT.

The Bank of New Brunswick Man. Non-Committal on the Alliance Deal.

Says yesterday's Halifax Chronicle:

"W. E. Stavert, manager of the Bank of New Brunswick, arrived in the city last evening on H. C. McLeod's yacht Gloria. Mr. Stavert registered at the Halifax Hotel and leaves for St. John this morning. Speaking to a reporter of the Chronicle last evening Mr. Stavert stated that his visit was purely one of pleasure. When asked what he thought of the proposal to establish another bank in the maritime provinces to be called the Alliance Bank, Mr. Stavert replied: 'Why it would not be another bank, would it? It would be one or two of the existing institutions under a new name.' When asked if the Bank of New Brunswick intended entering into the Alliance, Mr. Stavert became non-committal and dismissed the subject with the words that his visit was purely one of pleasure."

Geo. Waring, Jr., has arrived at the Philippine Islands on his way home from Japan. Mr. Waring was formerly chief engineer of the D. A. R. str. Prince Rupert, but is now chief of the str. Hudson, a tank steamer belonging to the Standard Oil Co.'s fleet.

## Men's Straw Hats.

Just received—the very newest New York styles in Men's Straw Hats—something entirely different from those shown at the first of the season.

Prices \$1.50 and \$2.00.

A small lot of this season's straws to clear at 75c. Former prices \$1.50 and \$2.00.

## Anderson's,

Manufacturers, - 17 Charlotte St.

Come to 44 Germain St., or Call Up Phone 1074

FOR ANYTHING IN

## Hardware,

Paints, Oils or Glass.

Screen Doors, from 75c up.  
Window Screens, 20c to 30c.  
Green Wire Cloth, 10c to 30c yard

## J. W. ADDISON,

MARKET BUILDING,  
open Friday Evening

## New Potatoes,

Green Peas and Beans at

CHARLES A. CLARK'S,  
49 CHARLOTTE STREET MARKET BUILDING  
Telephone 903.

## Furniture,

Carpets,

Pianos, Etc.

By auction at my Sale-room, 56 Germain street, at 11 o'clock, a.m.:

A general assortment of Furniture, 2 Upright Pianos, 2 Cabinet Organs, 30 yards Wool Carpet, 1 Fine Axminster Carpet, 2 Baby Carriages, Pictures, Silver Plate and Crockery, 1 Sewing Machine, Feather Pillows, Marble, Bronze and other Clocks, 1 Royal Art Range (with hot water connections), Ladies' and Gents' Rain Coats, Portiers, etc., etc.

F. L. POTTS, Auctioneer.

## Bay Horse,

Driving Wagon, Etc.

On Market Square, TUESDAY, 25th inst., at 11 o'clock, I will sell one Bay Horse, one Set of Harness, one Driving Wagon, one Gun, Fishing Boat, Landing Net, Carriage, etc., part of estate of the late C. H. Wright. Horse can be seen at Ham's stable. Sale-room—56 Germain street.

F. L. POTTS, Auctioneer.

## Dykeman's.

WELL PLEASED WITH THE SATURDAY HALF HOLIDAY EXPERIMENT. We believe that if every merchant will do as we have done, that is, add Friday, Saturday and Monday's sales together for the last three weeks and compare them with the corresponding days a year ago—he will find that he has not lost anything by closing his store on Saturday at one o'clock. We have found that our sales this year are 25 per cent. ahead of last year, that is in figuring it in the way we have, and we believe it is a fair way to prove there is nothing lost to the merchants. Viewing it from the standpoint of expediency—every one benefits.

There is a reason why people are coming to this store in increased numbers every day. It might pay you to enquire into the reason. Every dollar's worth of goods that comes into this store to be sold is bought under the cash discount. This is one of the reasons why our prices are lower than the other stores. Then we have a desire to see stock turn over quickly—hence the following prices:

## Children's White Dresses.

In the best of White Lawn, with the daintiest of trimmings, all at special prices. At 95c. A pretty Hamburg and Lace Trimmed Dress worth \$1.25.



A very Dainty Little Lace Trimmed Dress, with nice full skirt. At \$1.25. Hamburg Trimmed and Tucked. Sizes from one to six years of age. This dress is worth \$1.75. Other prices run up to \$4.50.

Oxblond and Blue Short Linen Sailor Dresses for children of 6 and 10 years, at \$1.50 and \$1.89. These are just the kind of dresses for the holiday season.

## Ladies' White Shirt

## Waists at 50c. each.

120 Waists at this price, come in two styles. One is trimmed with lace insertion and tucks and the other with Hamburg insertion and tucking. Both are made from good fine lawn and are worth at ordinary selling at from 75c. to 90c.

## White Shirt Waists at \$1.

The regular \$1.50 quality. They are made from fine lawn and are prettily trimmed with fine Swiss embroidered insertion.

## Black Sateen Skirts.

An even ten dozen of them to be sold at \$1.00 each. These skirts are made from a permanent finished mercerized sateen with three rows of dust ruffles, with cord heading on an 11 inch flounce. The cording is there to keep the skirt well distended.

## Hamburg Collars With Pretty

## Tabs, 25c. and 30c. each.

An entirely new style, can be found only in this store.

## A Few Tailor Made Suits.

## WILL BE SOLD AT A TRE-

## MENDOUS SACRIFICE.

They are suits that were made to retail at from \$12.00 to \$15.00. Your choice of any of them at \$5.00. These suits are well made from good materials, prettily trimmed and properly lined.

## Openwork Hamburg

## Embroidered Collars.

A very special lot, worth 35c. and 40c. each, will be sold at 15c. each or two for 25c. These collars are especially adapted for the warm summer days.

## Remnants of Muslin, Prints,

## Ginghams, Ducks, etc.

After a most successful season in this department a lot of remnants are being cleared out at tremendous reductions. There are waist lengths, lengths for children's dresses, ladies' wrappers, etc. Many of them just half price. Look them over and see what bargains you can get from the lot.

F. A. Dykeman & Co.