THE EVENING GAZETTE, SAINT JOHN, N. B., TUESDAY, JULY 15, 1890.

On and after July 1st and

Intil further notice.

Clothing Department.

THE EVENING GAZETTE

M. A. DOWES. Zeline and Polithop.

The THE CHAPTER CONTROLLATION OF THE CH

Says a recent syndicate letter: "In the company were Julian Hawthorne, Steele Mackaye, Maurice Barrymore, Gus more than 70 miles seaward from the gulf boundary of the United States. The payment at the rate of 30 cents per ton for each 1000 miles sailed, and thereafter for another term of 10 years at that rate, and thereafter for another term of nine years at a reduction of 3 cents per ton each year upon each 1000 miles sailed, and pro rata for any less distance. No vessel is to be entitled to the benefits of this act unless its entire cargo shall be loaded at a port or ports of the United States and discharged at one or more foreign ports, or shall be loaded at an port or ports and discharged at a port or ports

unione ils entire cargo aball le loaded at one or more foreign porta, or shall be loaded at one or more foreign porta, or shall be loaded at one or more foreign porta and discharged at a port or correspondent more foreign porta and discharged at a port or more foreign porta and discharged at a port or more foreign ports and discharged at a port or more foreign port of millions or more foreign ports are many control of the foreign port and the second port of the foreign port and the second port of the foreign port and port of the foreign port and port of the foreign port of millions or more foreign port of the foreign port of millions or more foreign port of the more foreign port of the more foreign port of the more fore

most approved types. They are to be divided into four classes. The first class is to be iron or steel assess. The first class is to be iron or steel or steel steamships, capable of maintaining a speed of 20 knots, of a gross tonnage of a claiming that they should be refunded by the Dominion the sums they have copt of the first class is to be iron or steel astemablips, capable of maintaining a speed of 16 knots, and a gross tonnage of not less than 5000 tons. The third class is to be iron or steel astemablips, capable of maintaining a speed of 14 knots, and a gross tonnage of not less than 5000 tons. The third class is to be iron or steel or wooden steamships, capable of maintaining a speed of 16 knots, and a gross tonnage of not less than 5000 tons. The find class is to be iron or steel or wooden steamships, capable of maintaining a speed of 18 knots, and of a gross tonnage of not less than 2500 tons. The fourth class is to be iron or steel or wooden steamships, capable of maintaining a speed of 18 knots, and of a gross tonnage of not less than 2500 tons. The fluid claim is to be iron or steel or wooden steamships, capable of maintaining a speed of 18 knots, and of a gross tonnage of not less than 2500 tons. The fluid claim is to be iron or steel or wooden steamships, capable of maintaining a speed of 18 knots, and of a gross tonnage of not less than 2500 tons. The fluid claim is to be iron or steel or wooden steamships, capable of maintaining a speed of 18 knots, and of a gross register not less than 2500 tons. The fluid claim is the old beginning a speed of 18 knots, and of a gross register not less than 1500 tons. The fluid claim is the search of the interval inte

21 years of age for each 1,000 tons gross register, who shall be educated in the city officers, and receive such pay for their services as may be reasonable. The steamers may be taken and used by the United States as transports or cruisers upon payment to the owners of their fair actual value. Steamers of the first-class are to be such as will be especially fitted for government service in time of war. The passage of two such measures as those described above shows a determination on the part of Congress to build up American shipping fitsubsidies can do it. One piece of legislation is directed largely against the shipping of Canadia, the other against the British flag which carry the mails to Europe. It remains to be seen what effect these laws will have on the interests they are intended to affect.

If THE RUBAL CEMETERY.

In the Rural Cemetery one's thoughts materially grow grave. Here stoically swars of and married, was arrested in the city of the c

that the pursuits of life are phantom c

animated by our hopes and depressed by our fears. They were once stirred by the same passions to which we are Srr.—We have received by

Miscible with Milk or Water and New Brunswick just as Palatable.

I take My Meals, I take My Rest

getting fat too, for Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites of Limeand Soda NOT ONLY CURED MY Incip-ient Consumption BUT BUILT

Young Ladies Journal for July, WITH PRESENTATION PICTURE. Now is the time for Bargains, PICTURES FRAMED CHEAP.

Lowest prices ever quoted in the city. Best Value in the City. And our All our stock of clothing at 40c. MIXED TEA SUIS Has no equal. A Present with every Pound. So as to make room for future SOOCHOW TEA COMPANY, importations.

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Yours truly,
F. X. COMEAU, M. D.

STEY'S COD LIVER OIL CREAM and
For sale by all Druggists,
Price in factured only by R. M. ENTEY. NOW READY. Customs and

Acts of Asseembly

for 1890. J. & A. MCNALLAN,

A. MURPHY

and Stationary No. 38 SYDNEY STREET, A. MURPHY, NOTICE! INCANDESCENT ELECTRIC

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36 Columns of Live Matter, interesting to all. 35c. PER MONTH Delivered at your own door.

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SCOVIL, FRASER &

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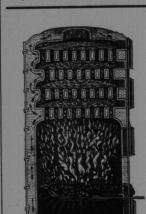
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