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is published every evening (Sunday excepted) at No. 21 Canterbury street, by

JOHN A. BOWES,

for the GAZETTE PUBLISHING CO. (LIMITED).

SUBSCRIPTIONS.

THE EVENING GAZETTE will be delivered to any part of the City of St. John by Carriers on the following terms:

ONE MONTH	35 Cents
THREE MONTHS	$1.00
SIX MONTHS	2.00
ONE YEAR	4.00

The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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ST. JOHN, N. B., SATURDAY, MAY 30, 1891.

For the Latest Telegraphic News look on the First Page.

SIR JOHN A. MACDONALD.

It is safe to say that the one thought which fills the minds of the people of Canada to day is the death of the aged statesman who has for so many years been the most prominent figure in the political horizon of the Dominion, the best beloved and frequently the best abused of our public men. For forty-seven years he has been in public life in Canada, for thirty-one years he has been in office, for twenty-three years he has been prime minister either of the Dominion or of the old province of Canada, and for a much longer period he has been virtually if not nominally the leader of his party. The removal of such a man at such a time as this, therefore, is an event of such momentous importance that all who take an interest in public affairs, must feel a sense of personal loss and to those who have been associated with Sir John in his public career, it is something more than a calamity. Sir John was to a great extent the moving spirit of his party, that his disappearance from the stage seems to many to leave his followers in a condition of dejection and confusion, and to mark the first step in the downfall of a party which has done so much for Canada. We are satisfied that Sir John A. Macdonald himself did not so regard his relations wiih the Conservative party, and such gloomy views should not be permitted to influence its councils.

NOTE AND COMMENT.

Salvation Army factories are springing up in all parts of England, and in them thousands of the unemployed are supplied with work by the proceeds of which they are able to escape starvation. One wealthy woman has contributed to General Booth's fund the magnificent sum of $350,000 for the establishment of prison gate homes for discharged convicts.

The Halifax Critic makes the following damaging charge against the Miramichi Advance.

Our daily contemporary, the Halifax Morning Herald, does not often copy the Critic's articles, but it unwittingly did us that honor last Friday when it published our article on the oyster culture and credited it to the Miramichi Advance. The fact is the latter paper makes extensive use of the Critic's editorials without credit—which is decidedly unfair—and the consequence is that in some cases when they are recopied by other papers the Advance receives the credit that is due to the Critic. We have not the slightest objection to the Advance, or any other paper, using our articles, but we think the observance of the golden rule would be in the interests of fair play. Give credit, gentlemen, where credit is due.

In view of this accusation we think it the duty of Mr. D. G. Smith to rise and explain.

A good deal of interest is felt in the the divorce of Mrs. Maud E. Jenks, a daughter of Bishop Abram Newkirk Littlejohn of the diocese of Long Island, for desertion after having lived with her husband ten years, Mrs. Jenks having gone to Rhode Island and secured a residence there, to enable her to secure a separation, under the laws of that state. More interest, however, is felt in the conclusion of a council of four bishops, that the woman has a right to re-marry, and the clergyman who officiated at the nuptials signs the decree. The following is a copy of the decree.

We, the undersigned, Bishops of Dioceses contiguous to the Diocese of Long Island, acting at the request of the Bishop of said Diocese (who by the circumstances of the case is precluded from acting), under the provisions of Section 4, Canon 13, Title II of the Digest; & having duly inquired into & examined the facts relating to the marriage of Maud E. Littlejohn to Almet F. Jenks, solemnized in the Diocese of Long Island on the Fifth day of December, A. D. 1878, do hereby adjudge & declare that in our opinion the said marriage was null & void ab initio; & further, that the status of the said Maud E. Jenks in respect to the law & discipline of this church is the same as though such marriage had not taken place.

[Seal.] JOHN WILLIAMS, Bishop of Connecticut.

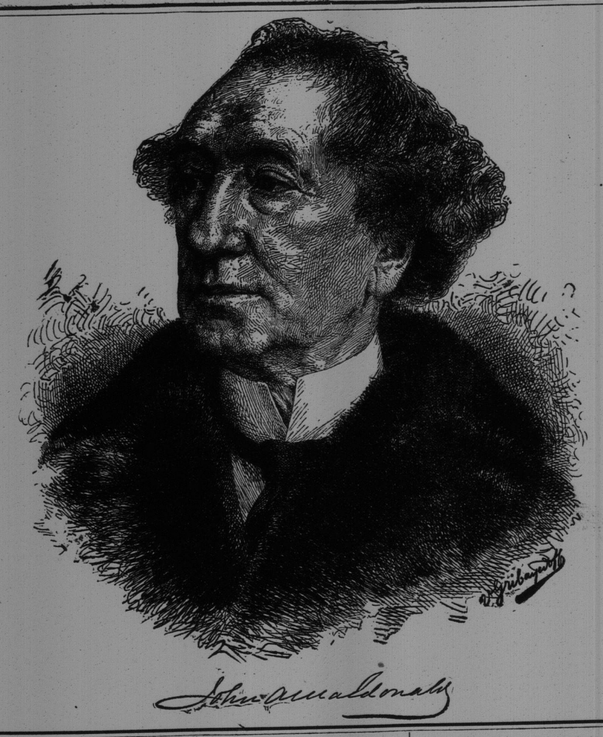
[Seal.] JOHN SCARBOROUGH Bishop of New Jersey.

[Seal.] JOHN STARKEY, Bishop of Newark.

[Seal.] HENRY C. POTTER. Bishop of New york.

Diocesan House, 29 Lafayette Place, New York. April 13, 1891.

The decree is one which will likely result in a good deal of acrimonious discussion in the religious world.



CANADA'S GREATEST MAN.

SIR JOHN A. MACDONALD, HIS LIFE AND ACHIEVEMENTS.

A Sketch of our Premier—His Leading Characteristics.

The career of Sir John A. Macdonald is a remarkable illustration of what may be accomplished by a man who to good abilities adds tact, patience and good sense. The premier of Canada is indeed the embodiment of the last three qualities and he has made them eminently useful not merely in forwarding his own ambition but in advancing the interests of his country. When the youthful Macdonald, then a boy of five years, crossed the Atlantic with his father in the year 1820 to take up his residence in Canada, it could not have entered the widest dreams of his parents that his future would be so great. The Macdonalds, father and son, could trace their descent to Donald, who in the thirteenth century was lord of South Kintyre and the Island of Islay and no doubt were proud of their ancestory. But what are Islay and South Kintyre, a barren island and a barren peninsula peopled by a few Highland clansmen, when compared to Canada which the Macdonald of today has ruled for so many years? There is no European king, who has been more absolutely master of his realm than Sir John A. Macdonald has been of this fair dominion during the years of his premiership, and yet his glory has not been that of the sword, but has been acquired as the result of his genius in drawing able men to his councils, in winning the confidence of the people, in reconciling differences which it seemed impossible to set at rest, in suppressing the fires of bigotry and extinguishing the torch of the bigot, who, like the youth who fired the Ephesian dome, is always seeking to win his way to glory by deeds they know how much they owe to Sir John A. Macdonald until they lose him, but that day, we trust, is far in the distance.

Sir John A. Macdonald was born in Glasgow, Scotland, on January 11th, 1815, and came to Canada in 1820 with his parents. They first settled near Kingston, but after a few years removed to a farm on the Bay of Quinte. The future premier of Canada, however, did not remove from Kingston, but remained to attend the grammar school of which he was a pupil until he was about 15 years of age. He then began the study of the law with Mr. George McKenzie, a legal practicioner of Kingston, and he continued as a student with him until he had reached the age of 21, when he was admitted to the bar. Sir John A. Macdonald, therefore, never went to college, a circumstance which while it might have been detrimental to his classical attainments does not seem to have at all interfered with his success in life, and probably was no injury to him as a legal practicioner. After he was admitted to the bar he practiced in Kingston, which has continued to be his residence when he was not required to live at the capital by reason of his official employments. He first adquired reputation at the bar by his defence of Von Shoultz, who was one of the American sympathizers with the Canadian rebellion of 1838, and who was captured at Windmill Point and tried for the crime of levying war upon Canada. Mr. Macdonald made a masterly defence of this unfortunate man but he was unable to save him, for he was found guilty, condemned to death and executed near Kingston in 1838. This was a fortunate stroke, however, for the premier, for it brought him at once into prominent notice and paved the way for his subsequent entry into politics. In 1843 Mr. Macdonald took his first step in the long political career which he had before him by standing as a member of the council for the city of Kingston. He was elected and his election was followed up in the following year by his being chosen to represent Kingston in the legislature. Those were stormy times in Canadian political history and a degree of excitement unknown to our political contests was then imported into every election. The election at which Mr. Macdonald was chosen for Kingston was one of the most exciting, and may be said to have marked the beginning of a new era. It was exciting because of the tension which existed at the time between the opposing parties, one of which had for its aim the promotion of the old system of government, and the other the introduction of responsible government and the improvement of the constitution.

It is unnecessary for us to linger over this period, because it was not then that Sir John A. Macdonald won his right to the admiration of posterity. He was a Conservative, and at that time took the side of his party and was faithful to the old order of things which was destined to pass away. At first he did not make any great figure in the legislature of Canada, and it was not until the year 1847 that he entered the cabinet when he took the post of Receiver General, which had been held up to that time by the Hon. William Badgley. He held this office only a few months, for a change was made, which resulted in his being appointed to the head of the Crown Land department, which was the most important in the public service.

The government of which Mr. Macdonald was a member resigned in 1848 and was succeeded by the Lafontaine administration, which gave way to the Hincks-Morin administration. This government lasted until 1854, when it was defeated and the conservatives returned to power under the leadership of Sir Allan McNab. In this admistration Mr. Macdonald took the post of Attorney General West, and was practically the leader of the legislative assembly, being infinitely superior to his nominal chief in all that constitutes an effective parlimentarian. It was then that he became for the first time an influential legislator, he being then in his 40th year, in the prime of his life and in the fullest measure of his intellectual power. The retirement of Mr. Morin from the cabinet brought Col. Tache into his place as leader of the lower Canadian portion of the cabinet. This change also brought into the cabinet Mr. George C. Cartier between whom and Mr. Macdonald a very strong friendship speedily arose, which was destined to be of great importance to the future of Canada. Sir Allan McNab resigned his position as leader of the government in 1856 when Col. Tache, who was president of the council, became the nominal leader, but Mr. Macdonald was virtually the ruling spirit in every department of the government. From that time there never was any question as to who was the coming man in Canada on that side of politics.

We pass over the changes of government which took place between 1856, and 1864, when confederation for the first time became a live issue. Sir John A. Macdonald was the leading spirit in that great movement, and it was owing to his influence that the union of the provinces of Canada was brought about at the time and in the manner it was. In this matter he had the co-operation of the late Hon. George Brown who greatly to his credit helped to bring about the result which saved Canada from the lack of a stable government. He had also the highly important assistance of Mr. Cartier, who loyally seconded all the efforts of his chief.

It is unnecessary for us to dwell on matters which are so familiar to all our readers as the negotiations which resulted in confederation. The unanimous voice of all Canada selected Sir John A. Macdonald to fill the position of premier of the cabinet of the Dominion, and he held the reins of office from 1867 when the confederation began to exist till 1873. From 1873 until 1878 he led the opposition to the government of Mr. Mackenzie which had come in with a very large majority in 1874. The election of 1878, however, entirely destroyed the government of Mr. Mackenzie and placed Sir John A. Macdonald once more at the head of a strong majority. He at the month has of 1882 and 1887 and there is no reason to doubt that it will be sustained at the election which should take place in the year 1892.

To enumerate all the achievments of Sir John A. Macdonald as a lesislator would be too lengthy a task for the limits of this article. If he had not other claims to the gratitude of posterity but those which he derives from his connection with the formation of the confederation he would hold a most high place among the statesmen of our day, but Sir John A. Macdonald has been throughout his life an eminently constructive statesman. He has shown an ability which is as rare as it is admirable, in his capacity for bringing organizations out of chaos. He has always been an advocate of protection to native industries and, although during the first of his terms of office as premier of the Dominion, the question of protection was in some measure lost sight of, it was bound to be revived as soon as we began to feel the presure of American competition on our industries, which were then of a comparatively small and unimpotant character. The national policy, which was evolved in 1878-79, was but the logical result of opinion which Sir John had always held in regard to the measures proper to be taken to make Canada a manufacturing country. We cannot say how successful this policy has been or how much it has done to lift Canada out of the position into which she seemed to be sinking as merely an agricultural community. Since the National Policy has come in force every industry has felt the stimulating effect of it and employment has been given to thousands who otherwise would have had to betake themselves to a foreign country to obtain the means of living. Sir John A. Macdonald's greatest achievement after Confederation was certainly the construction of the Canadian Pacific railway. This great work, which was necessary for consolidating the several provinces of Canada, was looked upon at first as a mere visionary scheme, even by men who had some claims to be regarded as enterprising. Sir John stood almost alone in his faith of its success, and it is unnecessary to say that his foresight has been amply justified by the result. The construction of this great work has done more to elevate Canada into an important position in the eyes of the world than any other event in its history, and the success which has attended it as a speculation has entirely justified the earnestness and zeal with which Sir John A. Macdonald pressed it forward in spite of the protests and opposition of the Liberal party.

It is impossible to look upon any part of Canada or to read the statute books without everywhere coming upon the signs of Sir John's industry and activity. Foremost in the promotion of every work for the advancement of the Dominion, he has given largely to railways in the way of subsidies. He was the constructor of the Intercolonial railway. It was by him the work of deepening the canals was carried on. Every improvement that has taken place in the Dominion since its creation has received an impulse from his hand. He is at all times ready to expend money in the interest of works of public utility, being full of faith in the future of Canada, and knowing well that without these works we should be at a great disadvantage as compared with our neighbors to the south of us.

Sir John A. Macdonald has been honored by his sovereign in many ways. He was created a K. C. B. and a member of the privy council of England, the latter honor we believe having never before been conferred on a colonist. Having devoted his whole life to the interests of Canada, the advancement of its prosperity and the well being of the people, he justly enjoys the respect and admiration of all, even his political enemies being forced to admire his talents, his industry and his genius.

In the Crypt of St Paul's cathedral, where the great architect Sir Christopher Wren is buried, is a black marble slab with the inscription, "Si monumentum requiris, circumspice." "If you wish to see his monument look about you." What is true of the man who rebuilt London after the great fire is equally true of Sir John Macdonald. The Dominion of Canada is his monument and while it exists his name will ever be held in grateful remembrance. Among the acts and measures which he has carried through Parliament may be mentioned secularization of the clergy reserves; the improvement of the criminal laws; the promotion of public instruction; the consolidation of the statutes; the extension of the municipal system; the reorganization of the militia; the settlement of the seat of Government question; the establishment of direct steam mail communication with Europe; the establishment of additional penitentiaries, criminal lunatic asylums and reformatory prisons, and providing for the inspection thereof; the providing for the internal economy for the House of Commons; the reorganization of the Civil Service on a permanent basis; the construction of the Intercolonial Railway; the enlargement of the canals, the enactment of a stringent election law; the ratification of the Washington Treaty; and the several acts for the construction of the Canadian Pacific Railway.

Sir John A. Macdonald has been twice married, first to his cousin Isabella Clarke, in 1843 by whom he had two children, and second in 1867 to his present wife, Susan Agnes, daughter of the late Hon. T. J. Barnard, a member of Her Majesty's Privy Council of the Island of Jamaica. Lady Macdonald is an admirable helpmeet to the distinguished statesman and takes an intelligent interest in public affairs of which she is a close observer.

FROM OTTAWA.

The Chignecto Ship Railway—Sir Jons Thompson's Powerful Reply to Mr. Laurier.

OTTAWA, May 29.—Hon. Mr. Foster moved the house to consider the following resolution:

Resolved, that it is expedient to provide that the time for the completion of the works of the Chignecto Marine Transport Railway company, Limited, shall, as respects their title to receive the subsidy heretofore authorized, be the 1st. day of July, 1893; instead of the 1st July, 1890;

Also that all penalties, forfeitures and deductions incurred by the company under section 2 of chapter 4 of the acts passed in 51st Victoria be remitted, and that said section 2 be repealed.

Replying to Sir Richard Cartwright, Hon. Mr. Foster recalled the fact that in 1888, when the present act passed, the time allowed for completion was extended to July, 1890, with an option to July, 1892, under certain penalties. The present scheme extends the time of completion to July, 1893, and frees the company from the penalties. The minister of finance stated that nearly all the excavation was completed, and that steel rails for the whole line were on the ground. Hydraulic machinery had also been provided, and the grading was about completed. The sum of $3,000,000 had been expended, while $2,500,000 would complete the work. He enumerated the causes of delay, namely, that the season of 1888 was spent in preparations and making contracts; that 1889 was an exceptionally wet season; that the rock bottom of one of the basins was 24 feet deeper than had been supposed; that owing to the great number of public works in progress it was difficult last year to get laborers and, finally, the financial stringency in Great Britain. The company was as anxious as the country could be to have the work completed and could not take undue advantage of the delay, which would cost the country nothing.

Mr. Davies would not oppose the motion, but desired to say that the enterprise was not popular in the maritime provinces. There had been no desire for it and no petitions. It was engineered through the house by Sir Chas. Tupper and he (Davies) objected to having the expense charged against the maritime provinces.

Hon. Mr. Tupper said that history was against Mr. Davies. Parliament had adopted the enterprize and voted subsidy and on the strength of that vote capitalists had put a large sum of money in it. To show that the enterprise had been asked for, Mr. Tupper quoted the Telegraph newspaper of St. John, in which the late Mr. Elder, one of the ablest members of the liberal party, had again and again endorsed the scheme, and which journal had repeatedly complained over the delay of the government in pressing on the scheme. In reply to the statement that there was no traffic demanding this public work, Hon. Mr. Tupper gave some account of the Bay Verte canal project, and showed that the Mackenzie government were only prevented from constructing this work by the discovery that it would cost three times as much as was now proposed by way of subsidy to the ship railway.

Mr. Fraser of Guysboro attacked the enterprise, and quoted a party whom he called a well informed shipping man, who declared that the work would not pay if every ship plying in the neighboring waters would use it.

Mr. Dickey thought members should be careful, in view of past history in respect to public enterprises in this country, to pronounce a work of this kind impossible or useless. He cited the evidence of the greatest authority in the world on shipbuilding (E. J. Reed of the British navy), who was of the opinion that the largest ships could be hoisted forty feet and carried over marine railways a hundred miles.

Captain Welsh, the grit member for Charlottetown, not only denied that the enterprise was feasible, but brought forward the old charges that the Bay of Fundy was dangerous water to navigate, the whole bay being full of fog and beset with dangerous currents.

This led to a discussion of the Bay of Fundy navigation and brought Mr. Hazen to the front. He declared, on the authority of the carefully prepared statistical report of the Bay of Fundy navigation, obtained by the St. John board of trade, that shipping was as safe in the bay as in any other water, and that the proportion of losses in that neighborhood was very light.

A lively debate on this point followed Captain Welsh making more and more outrageous allegations in respect to the danger of the bay. In this he was supported by Mr. Bowers of Digby, who declared that the mouth of the bay was full of fog and that the port of St. John was obscured by it three weeks at a time.

Mr. Hazen's plea for fair play to the important interests of the Bay of Fundy harbors, in which all maritime province men ought to have an interest, brought up Mr. Gilmor of Charlotte, who asserted that he had watched ships go up and down this harbor during his long lifetime and had not detected the dangers of which so much was said.

Mr. Wood of Westmorland and Mr. Dickey asked Captain Welsh how it happened that the Bay of Fundy insurance to ships was lower than the rates on the Gulf of St. Lawrence.

Mr. Welsh contradicted the statement and a conversation ensued which caused a good deal of amusement, the captain finally admitting that Mr. Wood was right.

The discussion finally got back to the question and the house, having gone into committee, passed the resolution without amendment.

On the motion to go into supply, Mr. Laurier rose and moved the following resolution:

"That all the words after "that," in the motion be struck out, and the following substituted therefor: "The conduct and language of Sir Charles Tupper, high commissioner of Canada in England, in interfering with the recent election, and imputing treasonable and disloyal motives to a large proportion of the people of the dominion, and also in assailing and villifying the managers of the G. T. R. Co. and reflecting upon the position of the said company is a breach of the duties of the office which he fills, and is calculated to destroy the efficiency of the said office and to injure the credit of the Dominion, besides damaging a very important corporation whose shareholders have invested large sums of money in the work of promoting and extending the railway system of Canada."

In a fluent speech of less than fifteen minutes, the leader of the opposition stated his case. He declared that the high commissioner occupied a position essentially the same as that of the ambassador of a nation in a foreign country. He owed it to his position to preserve a non-partizan attitude as between parties in his own country. Sir Charles Tupper so far from maintaining that position had acted in a shamelessly partizan manner. It was his duty to guard the material interests of her majesty's subjects, but he had on the contrary done his very best, with malice, to injure thousands of the Queen's subjects who were the owners of the Grand Trunk railway, and this because the Grand Trunk manager had refused to allow Sir Charles to coerce him in taking part in the elections on behalf of the government. Had the Grand Trunk taken the same position as the Canadian Pacific, Sir Charles would have found it all right, but as it had remained neutral, Sir Charles had attacked the company in both countries in the press and on the platform. He even had the bad taste to renew the attack at a banquet given in his honor two days ago in London. As to the charge of treason made against himself and his friends, Mr. Laurier said that it did not concern himself much about such attacks, being fully satisfied that his loyalty would take care of itself. However, he did take the opportunity of protesting his loyalty and of denouncing Sir Charles for impugning it. He held that a loyal man, such as Sir Charles professed to be, should so strongly adhere to British institutions as to refrain from taking more part in elections than a British ambassador would.

Sir John Thompson replied to Mr. Laurier in a powerful twenty minutes' speech. He began by observing that Mr. Laurier had the habit in this house of taking every opportunity of proclaiming his loyalty and patriotism. He (Thompson) would not follow the example set by the members of the opposition by stating that Mr. Laurier's pretention covered base motives. He would assume him to be all that he claimed to be, but he would suggest to him that his respect for British institutions should induce him to refrain from asking the house to condemn a man for conduct of which no proof was given or offered. Not a line of Sir Charles' letters, not a word of his speeches had been quoted to show that he had called the liberal party a party of traitors. Not only was no proof given of this, but the statement itself was entirely contrary to fact. He had stood on many platforms with Sir Charles and could testify that no such language had been used by him. On the contrary Sir Charles on more than one occasion had pointed out that the liberals elected by the people of Canada had asserted their loyalty to the crown and some that failed to do so had been elected. Sir Charles had repeatedly declared that in all the provinces both parties were loyal and that in all of them every candidate had to declare himself loyal before he could secure his election. There was a reference to "ruined gamesters" which some gentlemen opposite for some reason seemed to apply to themselves. They were words really applied to others not in the house, in respect to whom the mover of this resolution would probably use the same language if he had occasion to speak his mind. Sir. John Thompson made this denial without admitting that the denial ought to be necessary, since no actual or detailed charge had been made, since Mr. Laurier had taken the un-British course of making statements without even trying to support them by facts. He reminded the opposition that only a day or two ago Sir. John Macdonald declared in the house that Sir. Charles Tupper came to Canada on his invitation to take part in the campaign. Therefore, if a motion of censure was to be moved, it should be directed against the government direct. It was not true, moreover, that the high commissioner was essentially an ambassador. The governor general was the means of communication between Canada and Great Britain. Sir Charles Trupper was really the agent at Westminister of the Canadian government, and was under no obligations to leave his politics behind. Sir Charles, who had served his country for a lifetime, could not forget his native land at a time in which danger threatened. Sir John Thompson then took up the charges relating to the Grand Trunk railway, denying that Sir Charles had sought to coerce the management of the line, and maintaining that all he did was to ask the manager to leave the employes free to act according to their own convictions.

Sir Richard Cartwright resumed the debate after recess.

Mr. Mackintosh followed, when the debate closed abruptly on receipt of intelligence of Sir John's critcial condition, and the house adjourned till Monday.

Shipbuilding in Hants.

A handsome barquentine of 550 tons, named the St. Peter, was launched from Thomas Mosher's yard, Avondale, on Monday last. She was built for Captain Aylward and others, and will engage in the plaster and general business. She was all rigged when she left the stocks, and was towed to Windsor to load.

In the same yard a tern schooner of about 600 tons is in course of construction for Mark Curry and others. She will be launched in about a month.

At Somerville Captain Greeno is building at his yard a barquentine of about 650 tons, which he expects to launch in about two month's time.

A 900 ton barque is on the stalks at J. B. North's, Hantsport. She is being built for Bennet Smith & Son, and will be ready for launching in July.

At Noel, Osmond O'Brien is building a barque of about 1,000 tons, to be ready in July.

In Maitland Frieze & Roy have a ship on the stalks which will be launched in October. She will be about 1800 tons.

At Joseph Monteith's yard, Maitland, a 1900 ton ship is being built, which will be launched in September.

At South Maitland a barque of about 1400 tons is being constructed in Cannon's yard for Martin Dickie and others. She will be ready to launch in July. All the above are being classed in Bureau Veritas and the American Record.

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TWO THINGS TO REMEMBER.

"He is the best General," the great Duke said, "who makes the fewest mistakes." How many persons are poor Generals when the battle is the selection of the best Remedy. Now for the cure of COUGHS, COLDS, BRONCHITIS, CONSUMPTION, SCROFULA, GENERAL DEBILITY, RHEUMATISM, *or* GOUT, *you will show your good generalship if you select*

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We are now showing for Spring Sales a Splendid Line of
BEDROOM SUITES in Walnut, Oak, Ash and Hardwoods;
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Fine Soft and
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IMPORTER AND DEALER IN Rubber and Leather Belting, Rubber and Linen Hose, Cut Leather and Cut Lacing, Cotton Waste and Sheet Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating Supplies.
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ASK TO SEE OUR
WIDE BAND HATS
FOR YOUNG MEN AT $2.50,
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We have started the Soda Water season of 1891 with our usual fine assortment of PURE FRUIT SYRUPS; also Chocolate, Coffee, Birch Beer, Orange Phosphates, etc.
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LAURANCE SPECTACLES
are the only ones I can see properly with.
These Spectacles are positively the BEST goods made, and can be obtained at
W. C. Rudman Allan's
CHEMIST and DRUGGIST,
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—OR AT—
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Order Slate at A. G. Bowes & Co., 21 Canterbury Street.
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Plumbing, Gas Fitting, Steam Heating, Hot Water, or Hot Air Heating.
Ranges fitted with Hot Water Connections; Stoves Fitted Up; Stoves Taken Down, Removed, Repaired, or Stored on our premises.
All work in the Plumbing line personally attended to by MR. CODNER.
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JUST RECEIVED.
—FULL LINE OF—
Men's Working Bals, Pegged and Brass Rivited. Also, Boys' and Youths' Very Leather water tight Bals in all sizes at reasonable prices.

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WE have a choice lot of Bedding Plants from (Gilbert greenery on Gilbert's called) ying between the Marsh Creek and Seely street, except the private roadway through the property) will be prosecuted according to law.
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Every Saturday.
Families Supplied with
CAKE AND PASTRY
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Fresh every day.
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OUR faith in high prices led us to purchase very largely in the early part of the season. Our stock is now coming forward rapidly and can offer dealers at
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We predict sixty cents per bushel later, and would advise our friends to put away all they require for winter and spring.
Standard Trading and Mfg Co., Ltd.
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Veal, Fresh Pork,
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NOTICE is hereby given that all persons trespassing on the Gilbert property (so called) ying between the Marsh Creek and Seely street, except the private roadway through the property) will be prosecuted according to law.
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Is a concentrated extract of Sarsaparilla, Yellow Dock, Pipsissewa, Juniper Berries, Mandrake, Dandelion, and other valuable vegetable remedies, every ingredient being strictly pure, and the best of its kind it is possible to buy.
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It will cure, when in the power of medicine, Scrofula, Salt Rheum, Blood Poisoning, Cancerous and all other Humors, Malaria, Dyspepsia, Biliousness, Sick Headache, Catarrh, Rheumatism, and all difficulties with the Liver and Kidneys.
It overcomes That Tired Feeling, Creates an Appetite, and gives mental, nerve, bodily, and digestive strength. The value of
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Is certified to by thousands of voluntary witnesses all over the country whom it has cured of diseases more or less severe. It is sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass.
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100 Doses One Dollar

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