

PROGRESS.

VOL. VI., NO. 281.

ST. JOHN, N. B., SATURDAY, SEPTEMBER 16, 1893.

PRICE FIVE CENTS.

THE CITIZENS SAY "YES."

AND THEY SAID IT WITH NO UNCERTAIN SOUND.

The scheme of the Tax Reduction Association adopted by a vote of three to one. Some incidents of the Campaign and Election.

The scheme of the Tax Reduction Association is law now.

The people said Thursday by a majority of three to one that the bill as passed by the legislature was acceptable to them and in consequence after next spring the council will be composed of 15 aldermen and the mayor instead of 26 aldermen and the chief magistrate.

It was not an exciting contest by any means. It was not a close fight, for the result showed there were only about 700 people out of nearly 3000 who voted who were not favorable to the scheme.

But early in the week more opposition developed than was manifested all the time of the brief campaign. The opponents of the plan in the North End awakened to the fact that the Tax Reduction Association was about to change the constitution of the city which change would probably leave the present aldermen of the North End out of civic politics. They also arrived at the conclusion that a city council would not be complete without a member by the name of Chesley or Kelly and they proceeded forthwith to argue, canvass and work against it. But it was of no use. The alarm had been rung at too late an hour, and the quiet, determined feeling of the citizens at large soon made itself known to them. So thoroughly was this the case that in the stronghold of the opposition—in Dufferin Ward itself—where the redoubtable ward manipulator and wire puller, Boss Kelly, had his headquarters the majority against the scheme was only eight votes, and in the whole of old Portland the majority against the change was but ten votes.

Even those who have worked hardest for the change that has been brought about will hardly realize how great has been the reform effected until they see a council chosen by all the people—a council whose personnel is likely to be so changed that the recent group photograph taken of the present body will not be easily recognized. Yet, according to the statement of the present aldermen the position of a civic ruler is not an enviable one. Mr. Kelly told Progress Thursday that \$500 a year would not pay a man for the time and trouble that the duties of the position called for. Committee meetings were called again and again and but a few, frequently not a quorum, attended them. The same meeting had to be called again and that took time from a man's business. "But whatever way it goes" said the alderman as he ran to stuff a "No" ballot into an undecided voter's hand, with a warm word of welcome for him "you won't find me growling."

According to Alderman McGoldrick, there are other duties dependent upon the position, it is not quite so unpleasant, much more expensive. To have friends in cities commend certain aldermen of their towns when upon their summer vacations to your kind care and attention is like making a sight draft upon a man for so much cash, for value to be received in the future. The junior alderman from Stanley no doubt knew what he was talking about since he is in the habit of putting himself out in his efforts to make things pleasant for people who are the bearers of introductions to him but he spoke in a general way. He did not worry himself much about the result since he knew it was a foregone conclusion.

The battle of the bill posters began on Tuesday night. The tax reduction people opened the ball by sending out enough paper to cover all the dead walls in town, and, in the morning, when the workman went to his work and the merchant and clerks to their places of business they were tersely invited to vote "yes" and reduce their taxation. This was too much of a red rag for the fighting members of the opposition, and late Wednesday afternoon rival bill posters began to decorate the walls with invitations to vote "No" and make real estate bear its just portion of taxation. It was a ridiculous statement but just such a one as would catch those who imagined that real estate owners were active members of the association. Again the association bill posters got at work and other three sheet bill covered all traces of the opposition's paper.

It was while one of the posters was at his work that Director Wisely reproved him for pasting his bills over those of the opposition. The director tried to council the bill poster that his offence was a serious one but made as little impression as the policeman who tried to interfere.

Then Dr. Gilchrist when he walked out Thursday morning was taken with an insatiable desire to do something and he stood at Lansdowne Ward for the opposition. He had good territory and succeeded in getting a good many "No" votes. Alderman Kelly was good humored most of the day but made one bad break when he snatched the ballot from a lady

voter's hand and endeavored to persuade her to accept his views in the same fashion as he handles some of his followers. Because he did not succeed was sufficient to make him give Count de Bary, who escorted the lady there, a piece of his political mind. This was about the only incident that might be called regrettable during the whole day's voting.

When the polls closed those favorable to the scheme and actively engaged in working for it wandered toward the headquarters of the association on Germain street and waited for the returns. That they were pleasing need not be said and when all of them were in President Skinner made a happy smiling speech that fitted into the niche very nicely. Then there were some kind words about the part Progress took in the campaign and votes of thanks to that portion of the press that supported the scheme were freely given.

Some of the opposition are good enough to blame Progress for bringing about the change. Alderman McGoldrick so expressed himself on Thursday in a good humored fashion. Progress has no objection to such a change as this since it has fought for a change ever since the union of the two cities was brought about. There are some other reforms that must follow just as surely as this has been accomplished. The new council will be more apt to consider them than the present one, but even then nothing but persistent effort will do the work.

HIS FRIENDS STAND BY HIM.

One Instance Where a Man in Trouble is Not Deserted.

HALIFAX, Sept. 14.—It is not always true, after all, that when a man gets on the way down hill every one is ready to help him along with a kick. Sometimes the friends of one's more prosperous and happy days extend a helping hand in distress. An instance of this is furnished in the case of C. R. Barry, the ex-Canadian Pacific Railway agent in this city.

A year ago he was summarily dismissed from the company's employ, no reason being assigned, but it appears his accounts were not straight. To enable himself the more easily to obtain satisfaction against the company for alleged wrongful dismissal, Barry withheld payment of \$1,200 checks due the company. Mr. Barry later started a weekly paper, called the "Micmac" which had a very brief existence, but it took from him \$500 of the \$1,200. The balance slipped through his fingers all too quickly. The C. P. R. brought an action to recover the \$1,200; they gained the suit and judgment was entered.

On the eve of Barry's being brought before a commissioner for examination as to his means, he left for the United States. He was arrested in New York on a charge of embezzlement, and voluntarily came back to stand a trial. The C. P. R. in the meantime abandoned the civil action under which they obtained judgment, and now they are vigorously pushing their charge of embezzlement. They claim Barry falsified returns of the sale of tickets, withholding for his own use part of the proceeds received therefrom.

Barry was in with a good set in Halifax in his palmy days, ending not more than twelve months ago. He was one of the most esteemed members of the Polo club. But now he is in disgrace and a prisoner on a charge of embezzlement, all his friends have not deserted him by any means. They held a meeting in the Halifax Hotel the other day and made up a subscription of over \$400. Amounts were handed in varying from \$50 to \$10.

A \$50 subscription was from A. E. Ellis, manager of the Bank of British North America. This is a hard world, and a new proof of it is that people are going round saying that it is rather queer for a bank manager to subscribe on behalf of a man who has been dismissed from a position of trust, and is now on trial for embezzlement of funds in his charge. Mr. Ellis, like the others who gave, simply did so out of kindly regard for a man with whom they once had pleasant associations. They do not pretend to condone crime, though in some people's eyes it looks as if they did.

WILL RETURN BEFORE CHRISTMAS.

Word has been received from Rev. J. C. Titcombe, late of Fairville, who has been visiting Scotland, England and is now probably in France. Since his arrival in England he has been offered two positions, but has been obliged to decline as the climate is not suited to his state of health. He will probably return to St. John before Christmas, not wishing to run the risks of the damp English winter.

THEY WILL GET THEIR MONEY'S WORTH.

Rufus Somerby is coming again as the manager of the greatest horse show on earth. Somerby has made his reputation in St. John and the people can turn out to see anything he brings with the utmost confidence in getting their money's worth.

SPEEDING FOR PURSES.

TWO DAYS RACING AT MOOSEPATH FOR \$850.

Harold M. Downs Katrina, and Roline Captures the Three Minute Race—Stranger Breaks the Track's Race Record—Brazilian Draws.

Stranger's race record breaking heat, Roline's good work, and the hard fought battle between her and Rampart Jr. and the close work between Harold M and Katrina were the features of the two days racing this week at Moosepath.

Brazilian was not in it after the first heat, not because he was not speedy enough for the party but because he has had too much hard work this season. The horse has fought out eleven hard races and now at the finish of the season he is too sore to move at his usual stride. He is lame and it would be hard to find a sorer set of feet than his.

Peter Carroll brought his standby Harold M., from St. Stephen, and won the 2:32 class. He went in with a mark of 2:27½, gained at Calais the week before, and had Katrina, 2:38 as a three-year-old last season, on the Fredericton track, for an opponent. Perhaps, the fact that the mare got the first heat was due more to the curious action of the starter than anything else. His name was Tompkins and so far as his ability to start a race was concerned Pumpkin would have been a more appropriate cognomen. He had a voice like a buzz saw and did lots of talking but he couldn't get the horses off together. When they did come down for about the tenth time about right he said "go," then rang the bell. Nine drivers out of ten are guided by the bell but the lucky one who heard the word was Charlie Bell and he settled down in his seat, got Katrina squared away nice and paid no attention to the bell tap. Peter Carroll, hearing the bell, stowed down at around the turn and then found that it was a go. Then Harold M. went away for all he was worth but the speedy daughter of Wilkes had too long a start and he could not catch her.

The next three heats were Carroll's however, though he had made any mistake Katrina was close enough to make him repent it. Before this the green starter had subeided into a back seat in the judges' stand and Registrar McLellan permitted his stentorian tones to waft over the course. The drivers took their hint and remembering that there were rules and fines got away more promptly.

It was no trouble for Roline to take the 3 minute race in three heats. Henderson's grey J. O. C., had a pretty race for the first half and kept strictly level all the time which was more than the black mare did but the latter lost so much by her breaking and broken gait that the judges gave her the heat.

In the free for all on the second day, Stranger gave every body something to talk about. The little horse has not had a happy life of it. Only last year he was knocking about Halifax in a grocery wagon and going into a race whenever the owner could spare him. Then he was raffled for \$175 and sold again to his present owner. He was in great shape Thursday and when he made his 2:29½ mark showed up so that Brazilian could save his distance. Willis deserves credit for the clever way he handled Minnie Grey, keeping the mare as level as a clock most of the way and when she did break squaring her away without much fuss. His effective handling of Roline also made him many friends. The mare is strongly inclined to pace and but for the hoppers would do so. She had a good race Wednesday and on Thursday went in to win the 2:45 class against the strong and speedy Rampart jr. She did take the first two heats, and but for her pacing tricks would have won the race. As it was, she showed the speed of the party, and chased Rampart jr., in 2:35½ in the fifth heat—the fastest of the race.

The attendance was not as good as it should have been but it is not likely that the track will lose any money. The management were forced to be stricter about those allowed in the judges' stand but they made a mistake the first day in excluding the press and everyone else from the inside of the enclosure. This was remedied on the second day and the result will probably be more attention to the rights of each in the future. Newspaper men have no business hobnobbing with the judges—nor has any one else, but they have a right to a place where they can get correct information and points about the race.

Fredericton races next week will draw a big crowd. The exhibition promises well. The excursion rates are enticing and a good crowd should attend.

I saw Arlight make a mile in 2:25 last Saturday—held the watch on him at the same time, and know it to be right. A few minutes later he put up a quarter in

35 seconds, according to me—3¼ by another—but it is seldom that two watches take the quarter the same.

The same day there was lots of fun on the track, Topsy, the little trotting mare from Nova Scotia, that can go, it is said, in 2:35 showed some pretty work, but she seemed to get too much of it. Then there was Bell Cigar entered for the 3 minute race this week, handled by Mr. Wm. McEvoy. She was not showing as steady a gait as could be wished, and Stockford told me that he could drive her in 2:50, but that is not fast enough for racing these days.

Then there was the turf veteran John Fitzpatrick, with his handy steed that seems to take any amount of work, and in a road wagon at that.

Phil Richford jogged around behind his olympus colt, and once in a while spurred for the fun there was in it.

King Bos., bay horse seemed to be as speedy as any of the local non-professional trotters, though the bay mare driven by W. B. Campbell when in condition will make some of them move.

Of course, Steve Goding was there with Minnie R., and Teddy Willis had both Minnie Grey and Roline out for a spin. Then there was Henderson's J. O. C., and some strange horses for a warming up. Dr. Taylor held a watch on his horse Arlight, while Bill drove him the 2:25 mile, and Mr. Jewett's time agreed with his.

A YACHTSMAN'S HARD LUCK.

HALIFAX, September 14.—One of the very best members of the Nova Scotia yacht squadron is F. H. Murray, the affable and very popular chief clerk of the Queen hotel. But it must be concluded that in matters aquatic he is unlucky. Last season he owned the Lenore and his every race was lost, not only because the Youla and the Wym were faster boats, but because on the very verge of victory some accident invariably happened which snatched away the cup of triumph just as it was at the lips of the owner of the Lenore. This year Mr. Murray has not controlled the Lenore. On Saturday he sailed with his old rival the Youla for the Lord Lansdowne cup. Youla had fifty seconds of a lead on the home run, but the Youla's owners, who seemed to have a sure thing again, were "counting without their host," or they were looking at Lenore in the rear forgetting that Mr. Murray was on the Youla with them. A squall came and suddenly disabled the Youla slightly, giving the Lenore the necessary fifty seconds, in which to overtake her speedy rival, and it reached the finish line just two seconds ahead of the Youla. Yes, surely good Mr. Murray must be a little unlucky when on the briny, and now that he is out of the Lenore she has the Lansdowne cup.

Official Economy.

The other day when the Shore Line train from St. Stephen was approaching Musquash station, the brakes were whistled on, then off, and the train began to back as if something pretty serious was the matter. Presently it met a small boy with a mail bag. The train had passed Clinch's store without getting that bag, and had to go back for it. No mails were taken aboard at Musquash station, but a short distance beyond at Carman's house, another bag was taken at the side of the track. Musquash is favored with two post offices, a mile apart, and the station is between them. Neither office is close to the track, and there has to be a carriage of mails in both cases. It is a short walk from either office to the station, and contracts for the delivery of mails at the latter place should cost little more than the present queer and clumsy arrangement. There ought to be a change.

Nothing to Forbid Them.

When the new and fine bridge built by the local government at Little Lepreau Basin was finished, large signboards were put up on posts directing drivers to walk their horses when crossing. This prohibition did not suit some of the residents in the vicinity, and so the boards have been removed. The government did not direct them to be taken down, but one night somebody did the job without disturbing any of the neighbors. Instead of using an axe or a saw, which would have made a noise, holes were bored with an auger, so that the posts could be easily and quietly broken off, and since then the whereabouts of the sign boards has been a mystery. In the meantime, as there is nothing to forbid trotting, the drivers of teams go as they please when crossing.

They Are Worth Hearing.

An admirably trained, musical organization called the Swedish Quartette appears in the Opera house next week under the local management of Mr. Morton L. Harrison. Mr. Harrison would not bring anything to St. John that is not worth hearing and the press notices Progress has seen of the company's performances warrant the statement that they are well worth attending.

A MATTER OF INTEREST.

FIVE PER CENT OR SIX PER CENT AS THE CASE MAY BE.

The Banks and the Treasury Board Have Had a Little Discussion—The Local Institution Holds the Account—The Other Raises Its Rate.

It seems to be exceedingly cold weather for the North End aldermen.

The melancholy boss has come, the maddest of the year. The autumn winds sigh and sigh around the battlements of Fort Howe, and night seems to fall on Moore street with a deeper shadow than elsewhere. The world seems very dark sometimes.

Just look at the figures of the returns on Thursday, and see how the will of the minority was set at naught by the majority. It is enough to make a North End alderman vow that after his present year is up he will not sit in the council. It is likely enough he will not.

There has been an interesting little matter enjoying the attention of the Treasury Board of late, arising out of a happy thought which came to some of the North End aldermen in a matter of finance. The Chesleys are in it, of course, and perhaps that is why it did not succeed. It is unfortunate for these and some others of the council that in the perversity of human nature they are liable to be suspected whenever they show a special interest in any matter. Their motives may be of the highest, their scheme on its face may commend itself to the honest mind, but because they are in it there naturally arises a belief that in there is something else in it which the public do not understand. Whether this is more unfortunate for them than it is fortunate for the public interest is a question to debate.

The public interest is directly connected with the little scheme in question, for the question has been a financial one, in regard to the placing of the city's bank account. As most people know, this account is kept with the Bank of New Brunswick, which is a local institution and pays between \$6,000 and \$7,000 in taxes every year. The state of the city's bank account varies according to the season, and the school account is pydrdrawn for the greater portion of the year. Thunon the first of August the city's general account had \$2,000 to its credit, but the school account was overdrawn to the extent of \$77,000.

The bank charges interest on the overdrawn account, of course. The rate has been five per cent., but a month or so ago, in view of the stringency in the money market, the bank notified the city that it intended raising the rate to six per cent.

The Bank of British North America is a time-honored and respected institution with head quarters in London. It has had a branch in St. John for many years, and at the present time Mr. H. A. Harvey is the local manager. The bank used to pay city taxes to the amount of about \$4,600, but this year it is assessed only to the amount of \$1,600. This remarkable drop of \$3,000 is not due to any diminution of the bank's assets, or because it is poorer or does less business than it used to do. So far as is known, the bank has everything this year that it had last year, and is in a condition just as prosperous now as it was then. It has not as large a tax bill, that is all.

The secret of how to continue to prosper and reduce your taxes is a valuable one which a good many citizens are anxious to learn. Nobody doubts that in the case of the Bank of British North America the assessors have done their duty, or that the bank has made its returns in accordance with the law. How, then, has such a thing been done?

The bank has changed its system of book-keeping. That is all. What could be got at in the past can not be got at now. It may be that the head office would have made the change as a matter of internal convenience even had the local branches been exempt from taxation, but the fact remains that the change was made, and the city of St. John is \$3,000 out of pocket.

Mr. Harvey is understood to say that this is the fault of the assessment law.

The city has had some dealings with the Bank of British North America. The Bank of New Brunswick does not negotiate bonds. It is a local institution, conservative to the verge of narrowness sometimes, and does its business around home, just as it started to do away back in the twenties. The Bank of British North America is a foreign corporation, and the branch in St. John is only one tentacle of the octopus. It does a little in the bond business, and it is to be presumed, does not do it for the joke of it.

When the city issued bonds in connection with the Sand Point improvements, to the amount of 132,000, the Bank of British North America undertook to negotiate them. It now holds 106,000, and has advanced \$102,000 to the city. On the advances made up to the present time, it has charged interest at the rate of five per cent.

Not long ago a proposition was gently introduced by some of the aldermen that a

portion of the city's account now in the Bank of New Brunswick should be placed in the Bank of British North America.

The latter was charging only five per cent, while the former had given notice of an increase to six per cent. There was an aroma of the North End about the proposition, and the Chesleys were in it. The matter was dealt with by the treasury board, and from all accounts there was a good deal of dickering over it, the result being a decision of the board to make no change at present in the placing of the account.

There are a great many reports as to the attitude of manager Harvey in the affair, and it is possible the varying views are due to the interpretation put on this or that in his words. Some of the board, for instance, understood him to threaten that unless his bank got a share of the account the rate of interest on advances on the bonds would be raised to six per cent. Mr. Harvey says he has made no threats, but has merely spoken of what his bank might do. He did not see what else it could do.

Mr. Harvey was unfortunate in the friend he had at the council, for they were such that the treasury board wanted to know all the ins and outs of the case. Mr. Harvey appeared before the board and presented his side of the matter.

The inference drawn from his remarks was that the Bank of British North America had been merely obliging the city of St. John in handling the bonds, though there is a current idea that banks do not do business that way, merely as a neighborly act or for the fun of the thing. He exhibited letters showing that his superiors had of late been eager to raise the rate on advances from five to six per cent., but that in view of the probable securing of the city's account, he had so far succeeded in averting the threatened catastrophe. What would happen if the bank did not get the account, he could not say. During the course of the talk the aldermen gathered the inference that the bank would have had nothing to do with the bonds but for the prospect of having the account.

In other words, it had been throwing a sprat to catch a mackerel. The city had supposed it had taken the bonds as a matter of ordinary business.

In the meantime the Bank of New Brunswick withdrew its notice of an increase to six per cent, and the city was so much the gainer by the breeze that had been raised.

The treasury board considered the affair in all its bearings, including Chesley & Co., and decided to make no change in the placing of the account.

This week notice was received that the Bank of British North America had advanced its rate of interest on advances on the bonds from five per cent to six per cent. Manager Harvey had been unable to restrain his managers. He had been a true prophet.

JUST A LITTLE MIXED.

Newspapers made Father Davenport Do Some Queer Things.

About the only thing that annoyed Father Davenport during his stay in St. John was the report of one of the city papers of his sermon in Trinity church. It made him declare that St. Paul was an agnostic, when he neither said or meant anything of the kind. The reporter got two ideas mixed into one, and the result was as might have been expected.

A man may be a first class reporter in the secular affairs of this mundane sphere, and yet get into a terrific snarl when he tries to get at the facts in ecclesiastical matters. Just before Father Davenport left for Philadelphia two years ago, there was a gathering in his honor in the Mission School room. At the solicitations of some lovers of music he consented to sing a solo from one of the sacred oratorios, and in order to give the proper effect he sang it in the church. The next day one of the papers, which had a splendid account of everything else, gravely stated that he went into the church and sang "a song." Considering that from an Anglican point of view it is not permissible to even exchange greetings in a consecrated edifice the statement was somewhat startling.

Encampment of St. John.

At the 37th annual assembly of the encampment of St. John Knights Templars, Thursday evening Mr. John A. Watson was re-elected commander by the unanimous choice of the members. This will make his third year in the office, and it is understood the encampment is in a very flourishing condition.

To the World's Fair.

The C. P. R. has arranged a World's Fair excursion on Sept. 21 and 22, tickets good to return until Oct. 4th, with one fare for the round trip. No stop over allowed. There is a sleeping car from St. John to Chicago, without change, every Tuesday.

Zera Is the Favorite Again.

Zera Semon opened Thursday night in the Mechanic's Institute to good business and as usual gave a show that pleased the people. Semon's entertainments are varied and yet so good that the same people go to hear him again and again.

RAILWAYS.

ADRIAN PACIFIC RY.

Fairs, Etc.,

on Tickets will be on St. John as follows:

Fair at Chicago

ACH—Tourist Tickets good until \$30.00 EACH—Tourist Tickets on date only good good to stop over last thereof.

ial Fair at Toronto

ACH—SEPT. 9th to 14th, 4th at SEPT. 6th and 11th only, good to SEPT. 21st.

ial Exhibition Fredericton

CH—SEPT. 18 to 21 inclusive; until SEPT. 23rd, and AT 11.55. 2.00 only, good to return SEPT. 21. Particulars enquire of Canadian Pacific.

H & ANNAPOLIS R'Y.

ER ARRANGEMENT.

day, June 26th, 1893, trains will run Monday excepted) as follows:

OUTH—Express daily 8 a.m. to 10 a.m. arrive at Annapolis at 10.30 a.m. and at Annapolis at 1.30 p.m. arrive at Annapolis at 1.30 p.m. arrive at Annapolis at 1.30 p.m. arrive at Annapolis at 1.30 p.m.

OUTH—Passengers and Freight Monday, Wednesday 11 a.m. Arrive at Yarmouth at 11 a.m.

NS—At Annapolis with trains of Windsor and Annapolis Railway with City of Montreal for St. John (excepted). At Yarmouth with steamship Co. for Boston every Monday, Friday, and Saturday evening every Tuesday, Wednesday, Friday mornings. With Stage daily (d) to and from Barrington, Shelburne.

NS—may be obtained at 126 Hollis St., principal Stations on the Windsor Railway. J. BROWNE, General Superintendent.

Monial Railway.

ER ARRANGEMENT—1893.

Monday, the 26th June, 1893, this Railway will run daily excepted—as follows:

WILL LEAVE ST. JOHN:

Abelton, Pugwash, Pictou 7.00

for Point du Chene..... 10.10

..... 13.10

..... 16.25

..... 22.20

us each way on Express trains 7.00 o'clock and Halifax at 6.45

St. John for Quebec and Montreal Sleeping Cars at Moncton, at

ARRIVE AT ST. JOHN:

Halifax (Monday excepted)..... 6.00

..... 8.30

..... 12.55

Halifax, Pictou and Camp- 18.30

fax and Sydney..... 22.25

Intercolonial Railway are heated locomotives, and those between Trenton, via Lewis, are lighted by

run by Eastern Standard Time. D. FOTTINGER, General Manager.

21st June, 1893.

STEAMERS.

TIONAL S. S. CO.

TRIPS A WEEK.

BOSTON.

COMMENCING September 4th, the steamers of this Company will leave St. John for Eastport, Portland and Boston on MONDAY, WEDNESDAY, and FRIDAY mornings at 7.15 standard time.

Retaining will leave Boston same days at 8.00 a.m., and for Eastport and St. John by trip the steamer will not call at Eastport with steamer for St. John.

daily up to 10 a.m. C. E. LAOCHLER, Agent.

THE Steamship Co. (LIMITED.)

most direct route between Nova Scotia and the United States.

quickest Time! from 15 to 17 hours.

Trips a Week

Boston. Steamers Yarmouth

steamers will leave Yarmouth

Wednesday, Friday and Saturday

of Express from Halifax. Re-

Lewis' Wharf, Boston, every

Thursday and Friday at noon.

of St. John" will leave Yar-

at 7 a.m., for Halifax, calling

at (St. John) Shelburne, Lockport,

ing will leave Halifax every

for Yarmouth and intermediate

th S. S. Yarmouth for Boston

leaves St. John every Tues-ay

for Yarmouth.

AKER, Managing Agent.

NS LIKE BUCCHONNE

Hopewell, Salisbury

Chipman, Harvey, Vancouver

Resque, Iles, Carleton, Fort Fair-

and scores of other places should

ing to make money. He can

ing Progress. Sold and pre-