'S LOVE.

e told herself how

ourage to go alone ater, even though y the Sandersville Sanderville only ning camp. not taking, so she ook at the strange only two months her New England ner, whose sudden dless in a strange s longer since she hat dreary school. apping brought her which had reached ld-up." In the lull voices arose. ve'll teach him to Louder and louse. Eleanor turne whole mass of ddenly bore down uld have gone hard big miner quickly

ce for you to be in, ter let me zee you

nough for her prog her dismal room even its lone drive her to face

g days in the minone night sounds d, nobody need to kers were making ack on the Golden property in the alace Hotel" was tal and the few became nurses. s had successfully but their bravery suffering, during vatched and hoped id was always at hard-worked wife en, among them xpect her eagerly, to find how little erstood these men

eeks after. Finck to the boardingston was going to Mr. Bennett. at or lived, and he

e distance on their silent blockades here came an omian explosion, and ground. Had they orrible death would

nett lay as if dead walls of the pasn, the shaft was xperienced eyes of ed impossible. fearfully stunned," examined him. "If each us in twelve

faltered Eleanor nger so great?" I it all." on, I will tell you awful; there has:

## Submits His Trans-Atlantic Mission Report to Common Council.

**EX-MAYOR ROBERTSON** 

A special meeting of the Common rocate with the imperial sentiments Council was held on the 8th instant. he had expressed. He hoped Mr. Rob-Mayor Sears was in the chair and ertson would take back with him to there was almost a full attendance of his city the message of sympathy and avail himself of in opportunity to convey the assurance to his brothe

not sr

ever increasing demand for wood

mechanical pulp to the extent of 150,000

tons a year is used. The proprietor of

one of the mills told me that in his mill

sure of interesting one of the largest

Out

trade in Europe in one of the propos

open harbor all the year around, ship

ping facilities and unlimited supply

mills in the county of St. John.

members. Ex-Mayor Robertson read the following report: To His Worship the Mayor and Com-

mon Council of the City of St. John: Gentlemen-Alt a meeting of the Common Council, held at the City interests of the mother country. Hall, in the city of St. John, on the 9th day of April, A. D. 1898, a communica tion was read from certain citizens and ratepayers of the city of St. John, in which they stated that they felt it would be in the best interests of the city that his worship the mayor should trade through our port. Some of those letters might not be uninteresting for proceed to Great Britain to lay before the British government, sh merchants and all other whom he may be able to reach for the

Canadian wood pulp is attracting great attention in Great Britain. The Paper Makers' association appointed a committee to wait on Lord Strathpurpose of discussing with them such matters as may pertain to the advancement of the port of St. John, cona and presented a memorial setting forth their views, which has been sent It was resolved that the council re to the dominion government. I had the opportunity of meeting with a quest his worship the mayor to make a visit to Great Britain in the commercial interests of the port of St. John. number of those gentlemen and also others in London, Manahester and in On the 21st of April last your commissioner sailed from this port in the the Lancashire district, and fully dis-R. M. S. Lake Superior, of the Beaver cussed the possibilities of our province supplying the demand for wood pulp line, for Livorpool, and after a pleasant passage arrived there and immein the British market. The rapidly diately proceeded to London, and preincreasing importance of the Canadian sented a letter of introduction fron trade in wood pulp for paper making the premier of the dominion to the has been engaging the attention of the paper manufactories in Great high commissioner of Canada, through whose kindly efforts he was enabled Britain for some time. This is an insideration of our city and province,

at a later date to have the honor of an dustry well worthy of the earnest coninterview with the right honorable the secretary of state for the colonies. for there is an almost unlimited ane Your representative placed before him very fully the importance of the port of St. John in relation to the depulp. To give you an idea of the extent of the business-for news pur-poses alone in the Lancashire district, elopment of the trale of the empire, cially referring to the growing mportance of the port and the need in the near future of a "graving dock" to meet the requirements of the great alone he used 20,000 tons of sulphite and 10,000 tons of other kinds. I am steamship lines, already established, and the further lines of larger and pleased to report that I had the pleamore modern freight carriers to be engaged in the development of the trade representatives of the pulp and paper of Canada with the mother country through the port of St. John in the winter season, and that the dock could be used as an auxiliary by the navy, and its dimensions would be equal to of the best spruce wood for pulp accommodate the largest naval or making to be found in the world,

mercantile vessels afloat. places St. John in the very first pomercantile vessels afloat. The right honorable gentleman, after receiving the statements of your re-presentative with the kindest attention, stated that the proposition was one for the admiralty rather than the colonial office, and suggested to Lord Strath-cona, who was present, that we might see the Right Honorable Mr. Goschen, nufacture to make success certain All of these are within the reach of our people, and every effort should be made to encourage and develop the industry, which may be carried the chief lord of the admiralty, and, if desired, he would be pleased to meet us again. Subsequently, after the return of the chief lord of the admiralty from Gibraltar, your representative was grant-ed an interview with the right honorable gentleman, and the proposition was fully discussed—the size and char-acter of the dock, its probable cost, plant for repairing, financial assist-ance, etc., etc. The chief lord of the admiralty then requested that plans, notifications, and a complete report be placed before the admiralty. The interview was a most satisfactory one, and in compliance with the request your representative felt it to be his your duty (that no time might be lost) to consult with one of the most eminent dock engineers in Great Britain and provisionally arrange for a stated sum, for him to visit St. John and consult with the city engineer, report on a site, draw plans, give specifications and complete all necessary documents and information required by the British admiralty. It is now for the Common Council of the city of St. John to consider what steps, if any, should be taken by this council in this very important matter. Equipping this port with a graving dock and repairing plant must have important bearings on the future his-tory and welfare of the port of St. Your representative discussed the question with many of the leading steamship men in Great Britain, and John. without a single dissenting voice the all expressed themselves strongly in favor of the enterprise. Every port that he visited in Great Britain is equipped, even the smallest, with one or two graving docks, and in the great ports—like London, Liverpool and Glasgow-were numbers of graving docks, without which they do not consider a port at all equipped for modern commerce. Many aspects of the question that came up 'n the discussion of both local und imperial concern cannot be conveniently included in this report. Your representative will be pleused to more fully enter into the report. different phases of the question be-fore a special committee of the coun-

tomer, while London has ousied Liv-erpool from the second place, as will be seen by the following figures: Bris-tol over 116,000, London over 53,000 and LAverpool over 30,000 packages." In the report of the Bristol chamber of commerce they said: "There is no doubt that the satisfactory position that Bristol has taken and is maintaining with regard to Canadian busitaining with regard to canadian outer ness is largely due to the enterprise and capacity shown by Messrs. Elder-Dempster in the working of their Avonmouth and Montreal line of steamers, and the addition to this ser-to his lore vice during the past season of the two magnificent new boats, the Montrose and the Montcalm, is a most satisfactory indication that this firm appreciates the business and means to keep well ahead of its requirements

SEMI-WEEKLY SUN, ST. JOHN, N. B., AUGUST 18, 1898.

Time will not permit me to go more fully into the statistical position of Bristol as a market for Canadian exports. It certainly is a desirable port for St. John to cultivate, and the enterprising merchants of Bristol are eager to co-operate and facilitate in every way in their power the develop than in our own port. Nature has done little for them, and the work done by the city of Bristol in bringing energy of the citizen

one of the leading steamship companies in Great Britain to place a during the winter season at least, betwoen this port and Bristol. He was asked to place the proposition before the Canadian government for their consideration before giving publicity to it. There cannot be a doubt that Bristol offers a splendid market for agricultural products, the dairying interests and also a market for horses, cattle and other live stock. The timber trade of Bristol is also wvery important trade that is well known to our timber merchants. The British Association for the Advancement of Science is to hold their annual meeting in Bristol this fall, and an invitation has already been sent to the mayor and the president of the chamber nerce of our city, and it is to be hoped that both of them, or at least one representative, will be there from the city of St. John. They may be sure of a warm and hearty reception. The kindness shown to your representative from all whom he met in Bristol was very great, in fact, everything in iron ship building. Nature has that could possibly have been done to make the visit a pleasant and profit; and energy and enterprise of her citiable one was done The next address delivered was to

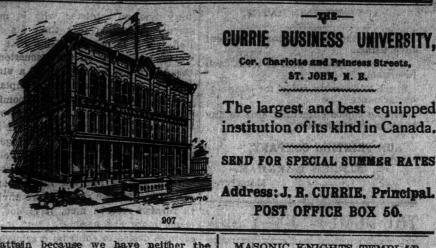
the Liverpool chamber of commorce on the saying is: "Glasgow made the the 9th of June, F. C. Danson, the president, in the phair. The meeting was very large, and also resulted in more or less discussion of a profitable na-ture. The very warmest feelings were expressed towards the welfare of our the winter season by the Donaldson port, that was better known to LAv- line can be developed to very large Great Britain. The relations that have so long existed between that port and St. John have made many warm The next two important ports visitfriends, and many of their leading mer- ed by your re docks (an evidence of the enormous expenditure), facilities capable of great extension of trade, a grain ele-vator just about completed capable of storing one million and three-quarter bushels of grain, with facilities to de-liver by sail or cart locally, and also into lighters and other classes of ves-sels in the canal. No expense has been spared in equipping the port of fanchester. They deserve success, and will doubtless win it. One can form no opinion of the magnitude of the population of the city proper very freat, but there is almost a continuation of cities for miles around Manchester, including in all a population of over fo0,000, who come within the area of the trade of Manchester. Youn re-presentative, as far as it was in his power and time would permit, visited inferent commercial interests-the different of machester diseases of wood goods for packing cases and the innumerable variety of uses to which into hew Brunswick woods are suit-able district alone there is a field for not only all the emergies of the city or busines of an only give the opinion that in Manchester and the Lance-shire district alone there is a field for not only all the emergies of the city or businesses and willing to do business with us, and it is for our people to use expenditure), facilities capable

largest possible share of that im-Your representative hopes to address our own board of trade on this very important question and trusts that even from the limited amount of information that he has acquired, information may be received that will be of advantage to the manufacturers and producers of our city and province of New Brunswick. The extent of the work accomplished in Manchester necessitated five or six visits to that city during his stay in Great Britain To his lordship the mayor, the members of the council, the president and members of the chamber of commerce and the directors and manager of the dock company your representative is leeply indebted for the many courtesles extended.

Glasgow was the next great city visited. Owing to the absence of the president of the chamber of commerce and the short time at the disposal of your representative no address was given, but visits were made to the representatives of some of the great steamship lines, the Messrs. Allan and Donaldson and other great steamship companies connected with the trade of Canada. In company with Mr. Donaldson, who is a member of the Clyde Trust and the Harbor master, the Clyde was visited. The great extent of the docks, wareho hipping facilities that have been furbished by the Clyde Trust, and under the management of that great cor-poration (one of the most successful rid) must be seen to be un erstood and appreciated.

No. 3 "Graving Dock," opened on the 27th April last, was visited. It is said to be one of the largest and most perfect docks in the world. It is 880 feet in length, over \$1 feet at the bot-tom and 115 feet wide at the top, and it is divided into two lengths by a pair of steel gates. From the inside of the caisson at the outer entrance to the sill gates at the inner entrance 460 feet, and from the apex of sill over gates to head of dock 420 feet, so that two large vessels can be docked at the same time. This is the third graving dock provided by the Clyde Trust in Glasgow harbor. The great docks and piers up and down the Clyde are all built of solid granite, the same as in the other harbors on Great Britain, with hydraufic cranes for loading and unloading of enormous power, and every facility that could be imagined for business. Iron ship building along the Cirde is now an enormous industry; probably takes the lead of all the ports of the world done little for Glasgow, but the pluck zens have overcome what seemed to be stupendous obstructions, and as Clyde, and the Clyde has made Glasgow." There is a lesson in this for our city of St. John. It is a great

ntative were B chants and shippers are, and have been, as we all know, deeply interest-to address the chambers of commerce eed in the welfare of our city and pro- in those two great cities, but in the vince. Being the home of a great deal of our Canadian shipping, the port for the Beaver line, and many other Canadian lines, your representative felt that there was less need in en-deavoring to make St. John known to deavoring to make St. John known to the merchants and shippers. The en-ormous extent of the shipping of the port, the great system of docks, the wonderful enterorise of the nort port, the great system of docks, the wonderful enterprise of the port, seems to have no bounds to its devel-opment. The proposition to extend the docks at a cost of from four to six million sterling additional would give one some idea of the determination of Liverpool to keep to the very front as one of the greatest shipping ports in the empire. Your representative was treated with the greatest possible kindness by the president and mem-bers of the chamber of commerce, the different shipping firms and merch-ants that he called on, and in fact words cannot express the warmth of ants that he called on, and in fact words cannot express the warmth of the greeting from every quarter with which he was received. The next address was made in Man-chester on the 10th. This was held in the lord mayor's room in the City Hill, and it was one of the largest meetings addressed by your represen-tative while in Great Britain. It is needless to say that the citizens of Manchester are deeply interested in developing the Canadian trade with Manchester. The establishment of the sample of indomitable pluck and pernew Manchester line to Montreal in the summer, St. John and Halifax in the winter, is an evidence of their great cities of the empire. Your rethe winter, is an evidence of their pluck and determination to develop the trade of Manchester and to build up and make the "canal" a success. Your representative was taken over the canal—saw the wonderful system of docks (an evidence of the enormous through the port of St. John with Dutlin was very fully and freely dis-cussed. He was received with great kindness, and while the present trade between Canada and Dublin is con-fined largely, I. e., the steamship trade, through the efforts of the Head line, still it is growing, and doubtless there is an opportunity for a very material development in the trade be-tween Canada and Dublin, through material development in the trade be-tween Canada and Dublin through the port of St. John in the winter season. The city is a most interesting one, and in some respects one of the most beautiful that your representa-tive visited. most beautiful that your representa-tive visited. A word or two with respect to iron ship building. After having been show through one of the noted yards on the Clyde, and having seen the scientific skill, the machinery capable of doing almost every part of the work, the vast army of mechanics and skilled artisans employed build-ing vessels for the British navy, for the navles of the world, you may say, and for the mercantice fleets of the possibility of her citizens taking up this great industry and prosecuting it with success? It is along the line of the past history of our city and the genius of our people. We have the roat and the iron and the need for ships (the ever increasing ocean com-ried by iron steamships now and in the future). It is not a mere day dream, it is not an impossibility, it is not something that we cannot hope to CASTORIA For Infants and Children.



inaterial, resources or the name: but

it is well within the legitimate hope

and aspirations of our people, and it only requires a beginning—a begin-ning made by determined men, men

of enterprise and pluck, to make iron

ship building in the port of St. John

time, aye, maybe in a very short time, would not be less than the results that

have already accrued on the Clyde and

in Belfast and at other great centres of the iron ship building industry in

Invitations were extended to visit

Hamburg, Paris and Havre; time

our port is concerned. The market is

there for not only all that our prov-ince and the maritime provinces can produce, but that is produced in the

Dominion of Canada, and probably

will be produced for many a long year.

The mother land. is eager and willing

the preference. She wants the best

of everything. She wants us to buy

as much as ve can of her produc-

tions, but under any circumstance

she has the money to pay for all she buys-a great, independent, forceful

perple, trading with the world as far

as the world will let her trade with

them-a hive of in lustry-evidences of

prosperity on every hand-and he is a poor Canadian indeed who, after

does not feel proud of being a subjec

failing to materialize up to the pre-

sent moment, is yet taking hold of the

public mind in Great Britain, and it is

the opinion of your representative that the day is not far distant when a ser-

vice equal to the wants and require-

ments of Canada and the empire will

be established. In discussing the

question with more than one of the

in Great Britain, they all expressed a willingness to undertake the service

on certain conditions. In the mean

time, the prospects are that the pres

ent mail service will be decidedly

anagers of the great steamship lines

The fast Atlantic service though

of the British empire.

de with Gr

Great Britain.

ould not permit.

success, and doubtless the results in

MASONIC KNIGHTS TEMPLAR.

The fifteenth annual assembly of the Sovereign Great Priory of Canada will be held in the Masonic hall, in the city of Hamilton, Ont., on Tuesday, the 6th day of September, A. D. 1898, A. O. 760, commencing at 10 a. m., sharp. The annual meeting of the grand council will be held at the New Royal hotel on Monday, the 5th September, commencing at 8 p. m. for the consideration of the reports of the great officers, and such business as may be presented. Members are requested to attend in the uniform of the order.

By request of the most eminent the Ireland through the port of St. John, they are simply illimitable so far as the members of great priory by the officers of the following preceptories: 3.30 p. m.-The Illustrious Order of the Red Cross, by St. Simon of Cy-rene Preceptory No. 37, of Sarnia, Ont.; 5 p. m.-The ceremony of the Novitiate and Installation, by Richard Coeur de Lion Preceptory No. 4, of London, Ont.; 7.30 p. m.-Conse-cration of a Knight of the Temple, to buy from as, to trade with us. All by Richard Coeur de Lion Preceptory things being equal, she will give us No. 4, of London, Ont; 9 p. m.-The Order of Malta, by Richard Coeur de Lion Preceptory No. 7, of Montreal. The members of Godfrey de Boullion Preceptory No. 3, Hamilton, are making arrangements for a parade of Canadian Knights Templar, an excur sion to the beach, and other entertainment, on the following day, Septem-ber 7th, and invitation is extended to all the preceptories in Canada to take visiting Great Britain and Ireland, part.

Railway Arrangements.-The dates for the meeting have been fixed with the special object of securing advantage of the low excursion fares which will be in force on the different railways to Toronto for the exhibition at that point, from all principal por-tions of the dominion. A rate will then be arranged for, from Toronto to Hamilton and return.



Eye, Ear, Nose and Throat. 163 Germain Street, St. John

AOURS-10 to 12, 3 to 6 Daily.

aldermen that this country was determined to do everything it could, either by way of steamship lines or otherwise, to promote the interests of the "olonies, as part and parcel of the ment of Canadian trade through the port of St. John. The rise and fall of tide in Bristol is not much less. Your representative afterwards re-ceived many letters from, important commercial houses in the great city sing a deep interest in the port of St. John and what had already been up a large class of vessels to their city will stand as a nonument to the accomplished in developing Canadian

re a thousand feet nd there is no way ere in time to save g death that star-

ing for the injured rful time words ds. Eleanor sat this doom was upon her 'unwillher thought also she watched the knew of his life r mind, and she n as mere inter-

le, had been looknance any passage now came back his whole bear

nere is no chance would avail, if I for your safety I is no use. Now I may tell you, otherwise I sh ve you, and if you ny wife I should I knew the prenot overcome. A ke mine but once: a tribute to know

I deserve, for I against my love tell you that it is

e," he said, "if I ffering upon my-

ed. and after sevefforts seemed to for Mr. Bennett d they caught the

have you-" on; "there is only

h of this." ton was at the ge trying to dig of earth there. It abor, but soon he Was it the noise is? He shouted Then came an in the pale dawn worn people stood at the mouth of ght that never had ir as was this one, aking over the

it opens well for

same now that are gone, for I o a promise made

," said Eleanor. friend in a New we you seen Ward me back with his olden Fleece, you as out there as a ay when he was nebody with ied to blow up the Russell just Russell had so , too, I believe."-Boston Post.

Willie, propound-uestion. "Well, my 'd the man who ycle know it was a

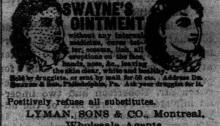
on successfully in many parts of our province. The time is ripe for action and the opportunity should not be permitted to go by. The next important city visited was Bristol, where your representative had the honor of addressing on May 25th the Bristol Chamber of Commerce, Jeseph Holman, president of the hamber, presiding. The meeting was a very large and The meeting was a very large and representative one. The address was listened to with great interest, and some points were very freely discuss-ed by the members present. Bristol is one of the most energetic commer-cial cities in Great Britain. She holds the seventh place for area, the sixth for population, and fifth in respect of rateable value and the third in her con-tribution to the mational revenue and custom house levies, and is very deeptrade with Canada. He was invited before leaving Bristol to see the Avon-mouth docks and the modern appliances in work there. The invitation was readily accepted, and in a steam-er placed at his disposal for the purpose, went to Avonmouth, accompanied by a number of the gentlemen connected with the chamber of com-merce and port of Bristol. He was shown over the docks by the traffic manager, and viewed the commodious warehouses, the lairs and other places for receiving cattle, the cold storage rooms and refrigerating chambers; shown the pontoon dock and all the modern equipments with which Bristol had supplied their docks at Avonmouth. He saw 325 head of cattle just landed and being converted into dress ed beef on the spot; also Canadian wheat, cheese, bacon, etc., etc., land-ed from a Montreal steamer, shipped ed from a Montreal steamer, simpled at the port of Montreal; was particu-larly interested in the new cold stor-age warehouse, which is said to be one of the most perfect in Great Bri-tain, and it would be a good model for st John. Through the courtesy of Mr. St. John. Through the courtesy of Mr. Harvey of the Bristol locks your re-Harvey of the Bristol locks your re-presentative was furnished with a great number of plans, pamphlets, etc., otc., relating to docks, ware-houses, cold storage, shipping facilities and general port equipments, etc., that will doubtless be of value to our city. The foreign cattle trade of Bristol is fore a special committee of the count. It is perhaps needless to take up the valuable time of the council by refer-ring at any length to the several ad-dresses made by him before the cham-bers of commarce in the different ports of Great Britain and Ireland, and also in some of the ontinental papers as well. The first was given before a special meeting of the London cham-ber of commerce on the 24th of May, Sir Albert K. Rollit, D. C. L., M. P., president, in the otheir. Great interest was taken by the influential gentle-men who were present. At the close of the address, the president stated the meeting had served a very useful to learn something of St. John it take save them an opportunity of assuring Mr. Robertson that they would recip-

proved, for the most successful steam-ship lines in Great Britain recognize the fact that there is no money in nd old-fa and the most successful lines are dis-posing of their smaller tonnage and replacing it with larger and 'faster nage as rapidly as possible. They have all the greatest faith in the fu-ture of the Canadian trade. The en-terprise of the Canadian Pacific rall-way and the vastness of its agencies throughout Great Britain has made Canada known as she never was fore, and it has been a greater advert tising medium than all else besides. Before closing, your representativ is pleased to report how deeply indebt ed he is to the Right Honorable Lord Strathcona and Mount Royal, high commissioner for Canada in London, for all his kindness and assistance, and also to thank Joseph G. Colmer, C. M. G., the settetary, for his ma kindnesses, and through the court of the provincial government he introduced to Charles Duff Miller, agent general for New Brunswick, who was most untiring in his zeal who was most untiring in his real and energy, and did all in his power to make the visit successful and profit-able. He is well acquainted with the history and resources of our prov-ince, and takes great pleasure in doing anything that may be in his power for New Brunswick. The very pleasant home passage was made in the R. M. S. Lake Huron of the Beaver line, to Montreal, and it was a pleasant sight to meet from 200 miles off the Straits of Belletsle till we reached Montreal some fifteen large ocean steamers loaded with the pro-ducts of Canada on the voyage to the mother land. All of which is respectmother land. All of which is respectfully submitted. GEO. ROBERTSON. Mayor Sears said he wished to con gratulate Mr. Robertson on being able to submit such a satisfactory report. to submit such a sails actory report. The committee to which the report would be referred, vould, he hoped, be able to submit something tangible. After congratulating Mr. Robertson, Ald. Robinson moved that the report he referred to a special committee who would consult the ex-mayor. Ald. McGoldrick seconded the mo The following committee was nam-ed: Ald. Robinson, McGoldrick, Chris-tie, Purdy, McMulkin, Smith and Stackhouse.

> A Five Year Old Son of Rev. J. E. Flewelling Had a Narrow Escape from Drowning.

WOODSTOCK.

WOODSTOCK, N. B., Aug. 10.-Sterling Flewelling, about five years Centreville, narrowly escaped drown-ing this afternoon. He fell off the mill slip and was in the water some time before being rescued by Mr. Turner, painter of Centreville. The little fellow was brought back to life after long use of restoratives.



Wholesale Agents.

## DR. J. COLLIS BROWNE'S (a);;;(();;();a);(;;);

THE TLLOSDRATED LONDON NEWS, 4

"If it were saked which single moticin should prefer to take abroad with me-likely on he most generally teechi, is azofimicon of all others. I about OfficionOFYNE: I never travel without and its general applicability to the relief a finge werehe of dimple alments forms. best recommendation

Dr. J. Collis Browns's Chlorodyne IS THE GREAT SPECIFIC FOR DIARRHOA, DYSENTERY, CHOLERA

CAUTION. - Genuine Chlorodyne

Every bottle of this well-known remedy for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHOEA, etc., bears on the Government Stamp the name of the inven

**DR. J. COLLIS BROWNE** Sold by all Chemists at is. 1%d., 2s. 96 and 4s. 6d. SOLE MANUFACTURES

TTDAVENPORT 33 Great Russell St., London, W. C.

## NOTICE OF SALE.

To Hugh S. Normansell, late of the City of Saint John, in the City and County of Saint John, in the Province of New Brunswick, Grocer, deceased, and Mary Normansell, his wife, and to the heirs, exceutors, administra-turs or assigns of the eadd Hugh S. Norman-sell, and to all others whom it may concern. Take notice, that there will be sold at Public Auction at Chutb's Corner (so called),

in the City of Saint John alcressid, on Mon-day, the tweifth day of September next, at eleven o'clock in the forencon: All that certain lot of land and premises, situate and being in the City of Saint John, and froming on Queen street in said city, and inown on the map or plan of said sity by the number time hundred and sity-eight (563), the said lot having a frontage of forty feet on the morth side of Queen street, and extending back preserving the same width one hundred feet more or less. The above sale will be made under and by virtue of a Fuwer of Saie contained in a cer-tain indenture of mortgage, dated the first day of March, A. D. 1893, made between the said Hugh S. Normansell and Mary Norman-sell, his wife, of the first part and the under-sized, George S. Fisher, of the second part for securing the payments of certain monles therein mentiored, and registered in the Re-destre Office for the Gity and County of Saint John, in Hiro 46, folio 267, 268, 269 and 70, death having been made in payment of the monjes secured by said mortgage. Terms of sale cash. Dated this eighth day of August, A. D. 1893.

