



BAKING POWDER Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the substitutes of low test, short weight, sour, or impure powder.

This Institute has affiliated with the ST. JOHN BUSINESS COLLEGE, and the combination will in future be known as The

St. John Business College and Shorthand Institute.



VISITORS TO BOSTON will find a first-class home at KIMBALL'S, 6 Alston Street.

ISAAC ERB, PHOTOGRAPHER, 13 Charlotte Street, ST. JOHN, N. B.

J. Chamberlain & Son, UNDERTAKERS, Waterman, Office, and Residence, 146 Mill St. Portland, N. B.

USE MYLES' PRIZE Fruit Syrups.

BOOK AND JOB PRINTING every description.

NEATLY PROMPTLY CHEAPLY At This Office.

News Summary.

DOMESTIC

The railway traffic from Wolfville station for the year ending June 30th 1888, was as follows:—4,617 passengers, 67 hives of wax, 317,690 lbs other merchandise, 5,844 bushels apples, 243,300 lbs potatoes, 213,746 lbs other produce, 216,000 lbs coal, 660 lbs plaster, 21,600 lbs lime, 48,912 feet lumber, 11 horses, 32 cattle, 7 sheep, and 264 small parcels.

The school of Infantry and the 90th Battalion are said by Col. Villier to be quite prepared to leave Winnipeg for the scene of the Indian trouble in British Columbia if called upon.

The large roller mill, saw mill and private residence of Eldik & Schmidt, situated at Midway, Ont., were destroyed by fire on the 26th ult. loss \$20,000.

A curiosity in the shape of a pig is owned by A. Parker (Middle Church St.) N. S. Just under the knee of one of the forelegs projects a perfect foot. When the pig is standing this fifth foot nearly touches the floor, but is a little smaller than the others.

The amount on deposit in the post-office savings banks at the close of the last fiscal year was \$20,689,000, being an increase of a million dollars during the year. The number of two hundred thousand dollars transferred from the other government saving banks. The number of depositors has increased about eighteen per cent.

The Yarmouth Street Railway Company has been formed and the line will be operated this fall. The cars will run from Church Hill to Milton Ponds at first, the line to be extended to other localities later on.

The Canadian Pacific are building a number of Leslie's new rotary steam snowshovels, which, it is claimed will reduce the cost of snow ploughing fifty per cent. as compared with the old system. The Canadian Pacific expended last winter one hundred thousand dollars to keep their line clear.

Award L. Walker, of Antigonish, recently wrote on a postcard by lamp-light 1400 words, copying it of it from a newspaper all written one way, and had he taken two evenings he could have added probably another 100, as the last half of the card showed much more openness of mind. Can any of our readers exceed this? It was addressed to C. Page, Truro.

The Styles mill, Cam. Co., has been bonded by some English capitalists for fifty thousand dollars, and they have signified their intention of completing the purchase.

Two freight trains collided on the Grand Trunk near Quebec Thursday morning, resulting in the complete smashing of both engines and considerable damage to rolling stock.

Halifax is demanding street railway extension.

C. S. Wheaton, grand chief of the order of railway conductors, is to visit New Brunswick during the early part of this month.

The Nova Scotia Sugar refinery is lighted with the incandescent light.

Moncton town council talks of adopting the electric light for the town.

Over 35,000,000 bags are required annually for the grain trade of the Pacific Coast.

It is reported that the cotton manufacturers will ask the Dominion government to send a trade commission to Asia to promote closer trade relations.

The lumber cut of Ottawa mills is expected to reach 400,000,000 feet this season—an increase of thirty-five per cent. over last year.

The steamship Halifax, the pioneer boat of the Canada-Atlantic line, has been successfully launched from the shipyard of the London and Glasgow ship-building company.

It is said that the prizes won by the Canadian team at Wimbledon aggregate \$232, being a larger amount than last year.

Miss M. H. H. has been awarded a gold medal by the American government for services rendered to the crew of the United States schooner Geo. E. Young, 3rd April, 1887. Sir Adolph Caron has been asked by the marine department to make in Quebec.

The Canadian Pacific railway has issued the following statement on January 1st to June 30th: Gross earnings, \$5,833,300 69 Working expenses, 4,719,520 67 Net profit, 1,113,779 01

Net profit for same period last year, 941,237 43 Increase for this year, 172,541 58

It is always desirable at this season of the year, when summer complaints are liable to seize one at any moment, to know of a reliable remedy which can be used. This may be found in Gates' Certain Cough, which is a medicine of sterling worth, and is equally good for children and adults.

Queen Victoria will spend three weeks in the autumn with her daughter the Dowager Empress Victoria at Baden.

A thousand miners at St. Etienne, Paris, have struck, and it is expected that the strike will spread.

Disasters fire in the timber regions of Northern Sweden have destroyed the town of Sundsvall and two neighboring villages. The loss is estimated at \$9,000,000.

New boilers are being put in at the Joggins Mines. The Phoenix company are erecting a number of miner's houses.

The write for a new election in Colchester has been issued. Nominations taken place on the 5th, and polling on the 15th of August.

The Maritime Press Association meets in Moncton about the middle of September.

Messrs. G. A. & B. H. Appleby have been awarded the contract for building the Oranoc bridge by the provincial government.

The Manitoba Oil Company, which will operate near Vermilion River, has been organized with a capital of \$106,000.

The Icelandic families in the North-west have subscribed \$5,000 from their last year's earnings, which is sufficient to bring out 100 of their relatives.

The census reports in Nova Scotia, are in general very satisfactory.

Building is very active in the Joggins mines. New buildings are seen in every direction.

It is reported that the farmers of Lennox and Addington, who have nothing to feed their stock with, will petition the government to allow them to import corn and oats free of duty.

A 6-months old daughter of Mrs. Hett, of Taunton, Mass., who is visiting friends in Portland, N. B., spilled down its neck a cup of tea, causing injuries that terminated fatally.

Nicol Kingsmill, solicitor for the syndicate interested in the Hudson Bay Railway, said at Winnipeg recently, that negotiations might be considered off, although he would not say these capitalists would not take up the project again when the Government was prepared to give a satisfactory answer.

At Bic, P. Q., two men last week ventured out on the river in a gale and when not far from the wharf their boat overturned and both would undoubtedly have been drowned but for the heroism of Miss McKenzie, of Montreal, who, notwithstanding the roughness of the water, put out alone in a small boat and rescued them.

Captain J. W. Dunham, of the ship Farnham, St. John, N. B., has been awarded a gold medal by the American government for services rendered to the crew of the United States schooner Geo. E. Young, 3rd April, 1887. Sir Adolph Caron has been asked by the marine department to make in Quebec.

The Canadian Pacific railway has issued the following statement on January 1st to June 30th: Gross earnings, \$5,833,300 69 Working expenses, 4,719,520 67

Net profit, 1,113,779 01 Net profit for same period last year, 941,237 43 Increase for this year, 172,541 58

It is always desirable at this season of the year, when summer complaints are liable to seize one at any moment, to know of a reliable remedy which can be used. This may be found in Gates' Certain Cough, which is a medicine of sterling worth, and is equally good for children and adults.

Queen Victoria will spend three weeks in the autumn with her daughter the Dowager Empress Victoria at Baden.

A thousand miners at St. Etienne, Paris, have struck, and it is expected that the strike will spread.

Disasters fire in the timber regions of Northern Sweden have destroyed the town of Sundsvall and two neighboring villages. The loss is estimated at \$9,000,000.

It is proposed to utilize the telephone in the infectious wards of French hospitals so as to enable the patients isolated in their rooms to hear the comfort of hearing their relatives' voices without any risk of conveying infection by an interview.

M. de Lesseps persists in the promise that the Panama canal will be finished in two years.

The Bank of England employs over 1,000 clerks; its buildings cover over 8 acres of ground.

The Rev. B. Waugh, secretary to the Society for the Prevention of Cruelty to Children, London, has made a startling statement before the Poor Law Relief Committee that a thousand children are murdered every winter in England to obtain the insurance on their lives.

Thieves entered the apartments of the crown prince of Sweden at a hotel at Franzensbad, broke open his jewel case, and escaped with \$100,000 worth of property, including some trinkets of great historical and artistic value.

Prince Louis Ferdinand of Bavaria has completed his studies at Berlin, and has received a diploma qualifying him to practice as a physician.

Emperor William has accepted the invitation of Emperor Francis Joseph to take part in the expedition to the Styrian Alps during the latter days of September.

It is rumored that Lord and Lady Dufferin have announced their intention of making their return journey to England from India via Vancouver and the Canadian route.

The recent rise in the price of sugar in the United States is due to the increased cost of raw sugar.

Fees for immigrants between New York and Chicago, have been reduced from \$13 to \$5.

A young woman in Kansas, has been paid bounty on scalps of 9 wolves she had captured.

A plumbago mine has been discovered about a mile and a half from Walleborough, Essex county, N. Y.

The coal mining town of Roslyn, 25 miles from Ellensburg, W. T., was burned on the 23rd ult. The entire population of 1500 is homeless. Nothing was saved. About 250 houses were burned, and nothing is left but the coal company's office and depot. Loss \$500,000, no insurance.

The estate of the late Edward Richardson, of Jackson, Miss., comprising thirty-five cotton plantations, was recently divided among his five heirs by lot, each receiving seven plantations. A large amount of other property remains to be divided. He was the richest cotton planter in the world.

The state department at Washington, has been informed of the establishment of telegraph communication between the Dutch Colony of Curacao and North America. Congratulatory telegrams were exchanged between the President of San Domingo, the governor of Curacao and Secretary Bayard.

A 999 year lease of the Portland and Ogdensburg railway to the Maine Central railro'd has been assented to and confirmed by the unanimous vote by both parties.

Receipts for Foreign Missions.

Table listing receipts for various foreign missions including J. H. Fowler, Butterfield Ridge, Friends, Newport Landing, etc.

RECEIPTS DURING JUNE AND JULY.

Table listing receipts during June and July for various churches and societies like Amherst Point Sabbath school, Wilmot, N. S., etc.

W. E. M. U.

Table listing W. E. M. U. receipts for various locations like Spring Hill, per A. V. Maines, etc.

MAGNETISM.

The MARVELOUS POWER OF DR. J. GORDON BRETHER'S ELECTRO-MAGNETIC CURE FOR THE RHEUMATISM, NEURALGIA, AND ALL THE GREAT AFFECTIONS OF THE NERVOUS SYSTEM.

PARKER BROS.

MARKET SQUARE, SAINT JOHN, N. B.

GATES' CERTAIN CHECK

Is a certain and positive cure for DIARRHEA, DYSENTERY, CHOLERA, CHOLERA MORBUS, COLIC and all other kinds of violent stomachic cramp.

Scott's Emulsion of Pure Cod Liver Oil

with Hygienic Properties, is unequalled. Its rapidity with which children gain flesh and strength is wonderful.

Convention Funds

Table listing convention funds for Holland Harbor, West Brook, Ardover, etc.

Yarmouth, July 28. G. E. Day. P. S.—Please let me have receipts as soon as possible.

A substitute for that lost verse in MESSENGER AND VISITOR, July 26th (verse 5):

And then, through faith, at His right hand Father and heirs shall surely stand Among the holy, happy band, In that array, Singing the songs of that sweet land, In endless day.

Worse than Dynamite. Hardly a month passes but we read of terrible explosions, and loss of life from natural gas.

One writer has raked up Chinese hi tory, wherein it appears, that away back in the certain proportion, the whole thing went off like a leaky gasoline stove.

The big wells in some way get the start of the little ones, so that in ravenous volumes of air was sucked down into these subterranean magazines. When the air reached certain proportions, the whole thing went off like a leaky gasoline stove.

The same writer proceeds to give a list of this country, from Toledo, through O. V. Indiana and Kentucky, whereby the whole vast region might be tipped up to the depth of 1500 feet, leaving a chaos for the waters of the great lake to pour down into, blotting out every living human being in this now densely populated valley from the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

That writer might easily have done better, and saved the whole country not only in the country and village houses as well, as rural gas is more dangerous than it is used in the face of the earth.

WEEKLY California Excursions.

VIA FOUR DIFFERENT ROUTES. WESTERN tickets to all points in Canada and the United States, either the Canadian Pacific, Grand Trunk, or Great Northern, write for information.

G. A. FREEZE, Ticket Agent, Cor. Mill and Union Streets. St. John, N. B.

Intercolonial Railway.

88. SUMMER ARRANGEMENT. '88. ON AND AFTER MONDAY, JUNE 1, 1888, the trains of this Railway will run daily (Sundays excepted) as follows:

Day Express, Accommodation, Express for Sussex, Express for St. John and Quebec, A Sleeping Car runs daily on the 25 train to Halifax.

On Tuesday, Thursday and Saturday a Sleeping Car for Montreal will be attached to the Quebec Express and on Wednesday, Thursday and Friday a Sleeping Car will be attached at Montreal.

Trains will arrive at St. John: Express from Halifax and Quebec, Express from Sussex, Accommodation, Day Express.

Trains will leave Halifax: Day Express, Express from St. John and Quebec, Express for St. John and Quebec.

A sleeping car runs daily on the 18.00 train to St. John. On Monday, Wednesday and Friday a sleeping car for Montreal will be attached to the Quebec Express and on Tuesday, Thursday and Saturday a sleeping car for Montreal will be attached at Montreal.

Trains will arrive at Halifax: Truro Accommodation, Express from St. John and Quebec, Day Express.

On Monday, Wednesday and Friday a sleeping car for Montreal will be attached to the Quebec Express and on Tuesday, Thursday and Saturday a sleeping car for Montreal will be attached at Montreal.

All trains are run by Eastern Standard Time. Chief Superintendent, railway office, Montreal, N. B., May 31st, 1888.

UNION LINE DAILY TRIPS To and From Fredericton.

UNTIL further notice, the splendid Steamers DAVID WERTON and ACADIA, alternately will leave St. John (Monday) for Fredericton, and Fredericton for St. John, EVERY MORNING (Sundays excepted) at 9 o'clock local time, calling at intermediate stops. Fare \$1.00.

On THURSDAYS and SATURDAYS Excursion tickets issued to St. John, Williams, Oak Point and Palmer's wharves, good to return on day of issue, for 25 cents, or to Hampton and return for 10 cents.

Saturday Evenings and Monday Morning Trip. For accommodation of business men and others, steamers will leave instantaneously every Saturday evening at 6 o'clock, for Fredericton, and will arrive at Fredericton at 10 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at 9 o'clock Thursday morning, and return to St. John at 9 o'clock Friday morning, and return to St. John at 9 o'clock Saturday morning, and return to St. John at 9 o'clock Sunday morning, and return to St. John at 9 o'clock Monday morning, and return to St. John at 9 o'clock Tuesday morning, and return to St. John at 9 o'clock Wednesday morning, and return to St. John at