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POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sundays excepted) at No. 21 Canterbury Street.

JOHN A. BOWES, Editor and Publisher

SUBSCRIPTIONS.

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

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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

ADVERTISING.

We insert short condensed advertisements under the heads of Lost, For Sale, To Let, Found and WANTS for 10 CENTS each insertion or 50 CENTS a week, payable ALWAYS IN ADVANCE.

General advertising $1 an inch for first insertion and 25 cents an inch for continuations. Contracts by the year at Reasonable rates.

ST. JOHN, N. B. TUESDAY, AUG. 6, 1889

ELECTORAL FRANCHISE ACT.

LIBERAL-CONSERVATIVES ATTENTION.

The committee have secured an office at No. 7 Palmer Chambers, Princess street where all friends are invited to call and obtain the necessary information and assistance to have their names enrolled, thereby to enable them to vote at the next Dominion election. The rooms will be open seven to ten every every morning, in order that working men and others engaged during the day may enroll their names as voters. A notary public will be present to attend to the necessary legal formalities.

IMMIGRATION TO CANADA.

The immigration to Canada has been on a large scale, for some years past, upwards of 800,000 persons having arrived in the Dominion with the intention of becoming settlers since the year 1881. There are good reasons for believing that this immigration is likely to increase very largely during the next decade. The United States, which have until now absorbed so large a part of the immigrants of Europe, will not be much longer available for the overflow of population from the old world. Every year the restrictions on immigration into that country are becoming greater, and the indications are that before long the further influx of immigrants into the United States will either be prevented altogether, or so restricted as to turn the greater part of the human tide which flows from the old world, into some other direction. There is another reason why the United States will soon be less sought after by immigrants than has been the case in past years. The area of new land available for settlers is now very small and most of it is of a very bad quality. Even the extreme North Western States seem to have reached their limit of capacity to absorb population, and no sane man who knows anything about the country is now willing to go west of the Missouri to farm. The great American desert, which used to figure in the old maps, has not been wholly argued out of existence by the glowing rhetoric of those orators and newspapers which have been engaged in booming the country. It may not be a sandy waste like the popular conception of the Sahara, but it is nevertheless an arid region unfit for profitable cultivation, in which the farmer cannot count upon a crop oftener than one year in five. Such a country may answer for grazing purposes but it will never absorb or maintain a large agricultural population.

Canada, therefore, will soon be the only portion of North America available for the European peasant, who desires to continue his occupation as an agriculturist on this side of the Atlantic, and this fact should fully impress itself on the minds of our statesmen and legislators. We may expect, at no distant period, to see the full flow of European emigration which has, heretofore, gone to the American North West, turned in our direction and our own North West country settled up with startling rapidity. On the character of the immigrants who go into our new territories much of the future of Canada will depend, and, in our opinion, strong efforts should be made to ensure our new settlers being of such a quality that they can be readily absorbed into our population. Thus will Canada become a united, loyal and British country, and avoid the distractions arising from differences of race and creeds which trouble the United States.

THE EXHIBITION.

We think it is about time the directors of the Exhibition Association took the public into their confidence to the extent of informing them whether they intend to hold a show this fall or not. At present everything is in a state of uncertainty, the committee, which has been appointed to interview the manufacturers, have not yet reported and no one connected with the exhibition seems to know what the result of their report will be. We think there has been far too much delay in this matter and that it is absolutely necessary for a public announcement of the intentions of the association to be made not later than tomorrow. We are well satisfied that if it is then specifically declared that the exhibition will be held, every manufacturer of importance will be prepared to exhibit, and the best efforts of the community will be put forward to make the affair a success. St. John will never have a better chance for an exhibition than it will have this year, and the opportunity should not be missed.

AN UNGRATEFUL GUEST.

During carnival week a party of Ontario press men arrived in St. John and were duly entertained by our citizens to the best of their capacity. They appeared to enjoy their visit, but since their return to Ontario, one of them at least, has, to the best of his small ability, endeavored to belittle St. John and this province generally. This individual is W. Ambrose King, editor and proprietor of the Orilla Times. Orilla is a small town in the county of Simcoe, with 2,910 inhabitants at the last census, and, so far as we are aware, is not a place of such vast consequence that a resident of that town need feel particularly unhappy in St. John. The Orilla man, however, appears to have been profoundly disgusted with everything he saw here. He found that St. John was overrun with goats, and also that its inhabitants were great admirers of brother Jonathan and his continent. One lady of this "star and stripe spangled burgh" asked the Orilla man if he was from "Bosting," and this dead beat whose "lady" was probably a Lower Cove street walker, would have the people of Ontario believe that this is the manner of speech of the ladies of St. John. Men of the Ambrose King stripe might do a great deal of harm if he were to be accepted as a representative Ontario newspaper man, but the people of St. John decline to accept him as such, or to regard his utterances as anything more than those of an irresponsible crank, whose weak brain mistakes mere insolence and malice for smartness and ability.

The enterprise of THE GAZETTE was again demonstrated yesterday in a special despatch from British Columbia, giving the full particulars of the seizure and escape of the sealing vessel Black Diamond. Victoria is on the Pacific Coast, but the splendid facilities of the Canadian Pacific Telegraph company renders the distance very short, and enabled THE GAZETTE to furnish its readers with the sensational story of the capture and escape of the Black Diamond, without its coming second hand through the United States. Too much of our news comes through that channel and is given a Yankee twist to suit the palates of readers across the border. It is noticable that the organ of the Washington government in this city failed to obtain a Canadian account of this Yankee outrage, but contented itself with a second hand story written to order for the press of the United States.

THE EMPEROR WILLIAM'S VISIT.

The Emperor William, of Germany, yesterday, had an opportunity of inspecting a portion of the British fleet, and obtaining a clear idea of the vast naval power of the British Empire. This young gentleman, brought up in military circles and hearing of little else but the military strength of Germany, has probably imbibed the idea that the nation, of which is the head, is the greatest power in the world. But, although the military strength of Germany is great, the predominance of that country is disputed by both Russia and France and no one would venture to predict that, in a single handed conflict with either power, Germany would be certain to win. There is no such doubt about the naval supremacy of Great Britain. The three miles of ironclads, ranged in three lines, through which the German Emperor passed on his way to England the other day, were but a half or less of the enormous British fleet. Neither France, nor Germany nor Italy, nor even the three powers combined could hope to worst Great Britain in a naval war, and the young Emperor should know after this, that no matter how many armies the continental nations may mass together there is not a man of them could cross a mile of salt water without England's permission. The Emperor William's visit to England will do him much good if it takes some of the German conceit out of him.

NOTE AND COMMENT.

It was remarked yesterday by a member of the Evangelical Alliance there was an impression abroad that the alliance was simply a meeting for ministers. He said this was not so, but that the lay element should really predominate. As a matter of fact, however, the lay element does not predominate, and it is seldom largely represented. There was not a single layman present at the meeting yesterday, the clergymen had it all to themselves, and there were only eight of them in attendance. The laymen who belong to the alliance in St. John should either attend better or sever their connection with it.

It is stated that C. F. J. Just, one of the clerks in the High Commissioners office, London, is visiting Canada to enable him to keep in touch with the development of the Dominion. This is a very necessary measure. We understand that most of the clerks in the High Commissioners office in London, are Englishmen, who know nothing practically about Canada. These officials should all be Canadians, and they should be changed every five or six years, and replaced by Canadians fresh from the Dominion. Their knowledge of Canada should never be allowed to grow rusty.

Burke, the alleged murderer of Cronin, is now in Chicago where he will shortly be tried with the others who have been indicted for their connection with that crime. The trial of Burke and his associates will probably be the means of disclosing the methods and aims of the Clan-na-Gael after a fashion that will not be very agreeable to those who have encouraged revolutionary secret societies in America; but it is proper that the whole truth should now be told.

The pleasure of the first day of the Halifax carnival was considerably marred by the rain which fell in the afternoon and interfered with the sports. The weather is, however, fine to day and it is to be hoped it will continue so during the week. Halifax has enough to contend against without being afflicted with rain and fog during carnival week.

The last battle in Egypt seems to have completely annihilated the force of the Dervishes, as we indicated yesterday, so that the British troops are at liberty to return to Cairo. This is a fortunate ending of an unpleasant business. It is to be hoped that now invasions of Egypt from the south will cease, and that the people of that country will be allowed a much needed rest from war and strife.

It is a noteworthy fact that no American paper of any standing pretends to assert that the American claim to exclusive jurisdiction in Behring Sea is correct. The most that they claim is that the government was forced to act as it did in consequence of the legislation enacted by Congress. None of them assert that the claim ostensibly put forward by Congress can be justified.

EMPEROR WILLIAM.

HE PAYS HIS FIRST ROYAL VISIT TO ENGLAND'S QUEEN.

A Magnificent Reception—The Prince of Wales Steams Out to Give Him Greetings—Welcomed by Thunders of Guns.

LONDON, Aug. 2.—His Imperial Majesty William II. of Germany landed in England to day for the first time since his accession to the Prussian throne. He was received at Spithead by a portentous fleet of floating iron and grim black guns. It was rather strange to welcome thus a national guest on the national threshold with English bull-dogs lying in wait but it was a greeting perfectly in accordance with the international amenities of the nineteenth century, and perhaps the kind of welcome best appreciated by the latest upholder of the blood-and-iron policy of the Hohenzollerns.

The morning opened brilliantly. The sky was a dome of royal blue, hung with tangled and ragged masses of snowy cotton here and there. Portsmouth harbor and Solent water were a stretching waste of light green waves, flecked with foam wreaths and spangled with silver by the August sun. The breeze blew fresh [illegible] the southwest. Pennants [illegible] stood out straight as boards. The yachts going outward bent gracefully as the wind freshened or lessened. The fat ships, launches swaggered bulkily through the waters as they breasted the billows, and all the sea was alive with many kinds of craft in many different sizes, rushing in as many different directions.

On shore things were equally animated. Large crowds of excursionists hastened to their steamers. Other large crowds hastened to points of vantage along the shore, and from all the piers and jetties of Portsmouth the inhabitants and visitors were putting to sea in multitudes.

Out in the channel lay 30 of England's warships, in three long parallel lines, stretching down the reach. Seaward were ranged 112 vessels of war, carrying 23,000 men. They were a most imposing sight collectively, a most impressing sight individually. For hours before the big ships of Germany arrived to greet and pass them they were the objects of great interest to all kinds of craft approaching as near to them as the black-lipped scowls of heavy cannon made them feel inclined. They were perfectly harmless, of course, and not the safest things in the world to go to sea in, some of them. But they had today a surly, don't-come-too-near-look that kept the cheapest excursion steamers at a distance. Inspected closely these great castles of floating metal, with black hulls and yellow upper works, really looked all the millions they have cost. They were in all the styles of naval architecture which have resulted from constant changes of the last 30 years. They were shapeless and shapely, symmetrical and the reverse. Some of them were decked in and others displayed an amount of complex hamper in the upper works that would disappear into shoe strings early in an engagement. There were iron hulls and steel hulls, simple compound and triple expansion engines, single screws and twin screws, steel faced armor and compound armor, broadside and central battery ships, barbettes and monitors. Every vessel represented a lot of new facts in plating, propulsion, and armament that required a liberal education to comprehend, and a close study of several sciences to grasp. But they all looked excessively injurious to foreign power and had a capacity to do harm that was intelligible to the worst informed amateur at sea. Long lean black cannons peeped from the portholes, stuck out of grey iron sponsons, projected from turrets, or lay prone upon the barbettes. Lines of marines in red coats stood with their rifles perpendicular on the decks; solitary sentries in red coats paced the sides and walked the bridges. Brilliantly dressed officers in gold-laced caps, dark blue coats, gold braid, white trousers, and patent leather shoes were on every deck. With them were lady guests in dresses of white, pink and pale blue, perched among the cannon like canaries in a gun shop, lending to the picture a touch of feminine frivolity in strong contrast with the deadly portent of their surroundings.

ARRIVAL OF THE PRINCE OF WALES.

The Prince of Wales and his party arrived from Goodwood as per programme and reached the railway jetty in the dockyard at one o'clock. The approach to the royal yacht was decorated with flags and an awning carpeted with red cloth led to the gangway. With his Royal Highness were the Princess of Wales, in a light grey suit of silk and cloth; the two Princesses, Prince Albert Victor and Prince George. The party on board also included the Duke of Cambridge, Admiral Sir Harry Keppel, Admiral Sir George Phypps Hornby, Captain Stevenson, C.B., Major-General Hewett, Lord Calthorpe, Mr. Baring, Mr. Tyrwhitt Wilson, and Sir Francis Knollys. As soon as his Royal Highness stepped on board, the royal standard rose glittering at the main, and the party grouped on the deck. As the yacht got under weigh the Prince and the Duke of Cambridge were lost to view for a short time, and when they reappeared they had exchanged their Goodwood suits for uniforms. His Royal Highness wore that of an Admiral of the Navy, and the Duke a field marshal's uniform of scarlet. They took a position on the bridge, the Prince lifting his white and gold cap in response to flag salutes from the warships, and lightening the monotony of the voyage by a cigarette.

The interest centered in the arrival of the German squadron, which was still invisible to the hundreds of glasses that swept the horizon of the channel. At half-past three there was a picturesque group of vessels about the Nab lightship. The Osborne, leading the way, wore around, and with only steam enough to maintain steering way, moved slowly back.

THE GERMAN SQUADRON.

At a quarter to four the little German band of ironclads were descried, hull down on the horizon, but rapidly came into complete view under a full head of steam. As they came nearer it was seen that the Hohenzollern, a black screw yacht seemingly about the size of the Osborne, but looking like a pigmy in front of the big black warships behind it, was flying the German royal standard at the main and the white English ensign at the fore. The German royal standard is a beautiful flag with a black iron cross in the centre and four black eagles on gold ground.

As the Hohenzollern passed the lightship, the German ensign of blue bars on white ground broke out at the fore of the Osborne, and the English ensign came fluttering down. Instantly the same thing took place all along the line of the fleet, the red and white of England giving place to the blue and white of Prussia. On the bridge of the Hohenzollern stood Emperor William in cocked hat and the uniform of an admiral of the German navy. Besides him were Count Herbert Bismarck and Prince Henry of Prussia, also in cocked hats and dark blue uniforms, all three being heavily ornamented with gold braid and bullion fringe. The Hohenzollern came up abreast of the Osborne, the bridge of the latter being occupied by the Royal party. There was much fluttering of handkerchiefs and nodding of heads between the Royal reception party and the Royal guest, and then the German fleet thundered out a salute of 21 guns, their salute to the Royal English standard. The effect, though small in comparison with the noise that followed, was a very striking one. Flashes of light and columns of smoke broke from the sides of the big floating batteries, and the smoke rose in crowds to envelop them, big wreaths of it curling away up into the sky. The German fleet included the Baden, Sachsen, Oldenburg, Irene, Wacht, Kaiser, Deutschland, Fredrich der Grosse, the Preussen Zeiten, and the despatch boat Grief. They were joined at Cowes by the German training ship Niobe. By the Emperor's order each of the big black iron-clads, as it came up to enter the long water-way of ships, had its sides dressed with sailors in white, a human decoration of the neatest and most shipshape character. As the two royal yachts came abreast of the Anson and Rodney, the former flying the flag of Rear-Admiral D'Arcy Irvine, C. B., and the latter the flag of Rear-Admiral Tracy, the fleet saluted. There was such a roar of power, such a thunder of noise, such clouds of smoke and such flashes of fire, that it is no wonder that that peaceful Shah of Persia grew ill over the experience. Bang mingled with bang, and salvo toppled over sonorously upon salvo, until it seemed as if the whole channel was being blown up with seventy ships firing 21 guns each as fast as the regulations permitted. The spectacle was one that no real battle could match. The ships were half concealed in clouds of smoke, and there was one mass of blue wreaths and rings. The smoke cleared and the manning of the ships became visible. Every ironclad that had no yards to man manned the side. These with yards presented a solid human rigging of blue jackets in the shrouds, on the yards, and at the mast heads. It was a beautiful sight. On ship aftership, down the long line on either side, the blue jackets were as immobile as if they felt to the full the importance of the occasion and the whole responsibility of the welcome was upon them.

TWO INCIDENTS.

Two incidents, one pleasant and the other not so, occurred in the journey through the fleet. As the German Emperor came abreast of the Teutonic, a White Star steamer, black over its whole length with passengers, a big band struck up "Die Wacht am Rhein," and a storm of cheers came from the thousands on her decks. Handkerchiefs were fluttered and hats waved and thrown into the air amid universal enthusiasm, and the sight was one of the most stirring of the day. The other incident was a collision. Passenger boats on each side began to break through the lines and confusion occurred. The small steam yacht the Santa Maria, in attempting to get out of the way of a larger steamer, came directly under the bows of the Grief. The latter was moving slowly and tried to stop in time but of no avail, and the iron bow struck the Santa Maria, staving a hole in her cutwater. The hole was above the water line, however, and the yacht steamed away without serious injury. The Grief was unhurt, but she was thrown out of the line, and her stoppage caused a stoppage, also, in the line behind her. They quickly forged ahead, however, and led by the two Royal yachts, bore off towards Osborne bay. The two yachts came to anchor simultaneously in the Cowes roads.

THE ROYAL MEETING.

Almost immediately a launch put out from the Osborne, bearing the Prince of Wales and his suite. They were received on the quarter deck of the Hohenzollern by the German Emperor, and the Prince of Wales and the Emperor shook hands. Just as the Emperor landed the German squadron, at anchor between Ryde Bank and Tother Bank, saluted the Royal Standard floating from the palace at Osborne. The thunder of twenty-one guns from each announced to her Majesty that her guest had arrived—rather a royal way of knocking at the door. Carriages awaited the party. The Emperor and Prince and Princess of Wales took the first. As night was falling over the waters and the lights were coming out on the warships, the Emperor of Germany and King of Prussia was received and greeted in the doorway of the palace by his royal grandmother, Her Majesty the Queen.

A ROYAL LOVE MATCH.

Genuine Affection Between the Princess Louise and Earl of Fife.

I have just had a conversation with a young American lady who has recently arrived in Paris after some weeks' experience in London society, says the Paris correspondent of the Philadelphia Telegraph. She tells me that the match between the Earl of Fife and the Princess Louise is a genuine love affair on both sides.

"It is really charming to see them together in public," she said. "The high birth and good breeding of both parties prevent, of course, any demonstration of their mutual attachment: but they would be more than mortal could they refrain from exchanging a glance or two now and then, and these stolen glances are very eloquent.

"The Princess is postively transformed by her new happiness. The great defect of her countenance was always its dull, inexpressive ness, but she now looks so bright and joyous that she has become almost as pretty as her mother."

The Earl and the Princess have been in love with each other now for two years past. But though they had the full sympathy and encouragement of the Prince of Wales, with whom the Earl of Fife has always been a great favorite, the provisions of the Royal Marriage act, which forbids any member of the royal family marrying without the consent of the sovereign, seemed to postpone their happiness indefinitely.

The match is immensely popular in England, and is hailed with delight by all classes of society.

The Conservative Chieftain.

(Quebec Chronicle.)

Sir John Macdonald is spending his summer holidays at Riviere du Loup, and is in particularly vigorous health. He will not return to the capital until after the sultry weather of August is past. The Conservative chieftain has always been a hard working man, advancing years appear to have diminished but little his marvellous capacity for sustained toil. There are few men in Canada who have worked so hard and retain so much of physical strength at 74 as he does. Even his vacation is filled with sufficient work to keep one or two secretaries employed; yet his thousands of friends will be pleased to learn that he is enjoying very much this comparative rest while breathing the invigorating sea air of the Lower St. Lawrence.

FOR DYSPEPSIA and Liver Complaint you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure. Sold by H. W. BARKER.

DR. A. F. EMERY,
—OFFICE—
50 WATERLOO STREET,
(Formerly Dr. A. Alward's Office.)
SAINT JOHN, N. B.

"Try Ayer's Pills"

For Rheumatism, Neuralgia, and Gout. Stephen Lansing, of Yonkers, N. Y., says: "Recommended as a cure for chronic Costiveness, Ayer's Pills have relieved me from that trouble and also from **Gout.** If every victim of this disease would heed only three words of mine, I could banish Gout from the land. These words would be—'Try Ayer's Pills.'"

"By the use of Ayer's Pills alone, I cured myself permanently of rheumatism which had troubled me several months. These Pills are at once harmless and effectual, and, I believe, would prove a specific in all cases of incipient

Rheumatism.

No medicine could have served me in better stead."—G. C. Rock, Corner, Avoyelles Parish, La.

C. F. Hopkins, Nevada City, writes: "I have used Ayer's Pills for sixteen years, and I think they are the best Pills in the world. We keep a box of them in the house all the time. They have cured me of sick headache and neuralgia. Since taking Ayer's Pills, I have been free from these complaints."

"I have derived great benefit from Ayer's Pills. Five years ago I was taken so ill with rheumatism that I was unable to do any work. I took three boxes of Ayer's Pills and was entirely cured. Since that time I am never without a box of these pills."—Peter Christensen, Sherwood, Wis.

Ayer's Cathartic Pills,
PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by all Dealers in Medicine.

Bananas,
Cucumbers,
B. Berries,
Plums,
Tomatoes,
Pears,
G. Beans,
G. Peas.

SCOTT BROTHERS.

Goods sold on easy Weekly Payments.
Satisfaction Guaranteed.
F. A. JONES,
34 Dock St.

F. S. SHARPE, F. C. A.,
Chartered Accountant and Auditor,
120 Prince Wm. St., St. John N. B.
Complicated accounts adjusted, Partnership settlements effected, Financial Statements examined and reported upon, Balance Sheets and Profit and Loss statements prepared or certified Books, arranged and adapted to any business so as to record transactions and exhibit results clearly, comprehensively, and with the least labor.

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Capital $10,000,000.
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Bed Cords,
Manilla Rope,
AT LOWEST PRICES.
W. H. THORNE & CO.,
Market Square.

Spring Outfits.
White Dress Shirts made to order
$1.50.
A Perfect Fit guaranteed at
TENNANT'S
"THE SHIRT MAKER."
63 Charlotte St., St. John, N. B.

City Advertisement and Bill Posting Company,
Office 9 Canterbury street.
Bills posted, Circulars, Dodgers &c. distributed at lowest prices.
Orders may also be left at the National 22 Charlottestreet.

1828 Established 1828
J. HARRIS & Co.,
(Formerly Harris & Allen).
Paradise Row, Portland, St. John.

NEW BRUNSWICK FOUNDRY
—AND—
Railway Car Works,
MANUFACTURERS OF
Railway Cars of Every Description,
"PEARLESS" STEEL TYRES,
CHILLED CAR WHEELS.
—ALSO—
Steam Engines and Mill Machinery
The Improved Lowell Turbine Water Wheel, Ship Castings, Pumps, Bridge and Fence Castings, etc., etc.
Portland Rolling Mill,
STRAIT SHORE, PORTLAND.
Tapered and Parallel Bars for Ships' Knees Nail Plate, Hammered Railway Car Axles, Shafting, and shapes of all kinds.

Notice of Co-Partnership.

THE undersigned have this day entered into a professional co-partnership, under the name, style and firm of Straton & Hazen.
JAMES STRATON,
J. DOUGLAS HAZEN.
July 5th, 1889.

STRATON & HAZEN,
Barristers, Solicitors, &c.
—OFFICE—
Ritchie's Building, Princess Street.

PIANOS MENDELSSOHN —AND— EVANS PIANOS, —IN— Mahogany, Walnut, Rosewood and Ebonized Cases. ORGANS
A. T. BUSTIN,
38 Dock Street.

NEW DRY GOODS STORE,
East End City,
Waterloo, near Union St.
FOR CARNIVAL PARADE.
A large variety of Fancy and Staple Dry Goods, in all the leading departments.
SPECIAL LINES.
Berlin Shawls, Sunshades, Gloves, Hosiery, Prints, Dress Materials, Gents Furnishings, &c., &c.
T. PATTON & CO.,

SPECIAL
Ladies India Kid Button Boots,
One dollar per pair.
Extra Value.
R. A. C. BROWN,
19 Charlotte St.

BOOTS and SHOES.
A large stock of Ladies and Gentlemen's fashionable
BOOTS AND SHOES
—AT—
MRS. McCONNELL'S,
King street.

THE NATIONAL.
—IS—
THE BEST PLACE IN TOWN,
Charlotte St.
The Best Dinner,
The Best Lunch,
The Best Cigar.
If you want a good dinner and afterwards smoke a really good cigar, call at the NATIONAL, between 12 and 2 o'clock.
Meals served at all hours. Cigars and Tobaccos the very best. Billiards and Pool.
The National, Charlotte st.

LARGE GOOSEBERRIES.
CULTIVATED RASPBERRIES,
NEW POTATOES,
GREEN PEAS and BEANS,
SWEET CREAM,
Fresh every day.
J. S. ARMSTRONG & BRO.

Removed to No 33 Charlotte Street,
Furlong Building.
Will open in good shape on SATURDAY in our New Stand with a full line of latest importations of
PURE TEAS and COFFEES.
N. B.—Look out for the grand opening night.
G. L. & C. TEA CO,
Charlotte Street.

FLOUR, MEAL &C
—JUST RECEIVED—
1 Car Manitoba Flour,
1 do Oatmeal, Roller and Standard,
90 Bags Rice,
20 Half Bags Rice,
150 Half Chests Tea,
350 Quts Codfish,
30 Bbls Plate Beef,
20 do Pork, Clear Backs
50 Cases Corn,
50 Pkgs Morton's Pickles
50 Boxes Fresh Dates,
15 Cans Condensed Milk,
15 do do Coffee.
TO ARRIVE
1 Car Extra Quality Pot Barley,
50 Cases Evap Apples.
GEO. S. deFOREST & SONS
13 South Wharf.

NOTICE.
Just received at the City Market Clothing Hall, 51 Charlotte Street, 10 Cases of New Goods, consisting of English and Scotch Tweeds and Diagonals and Corkscrews which we make up to order at the lowest bottom prices. It would be to the advantage of strangers who may visit our City during the Carnival to give us a look in and see our Stock which cannot be surpassed. Our Ready-made Suits are good and will give good satisfaction to the Purchaser. We have the finest stock also, of Gents' furnishing goods to be found in the City. All goods will be marked down 25 per cent. during the Carnival. No trouble to show goods.
Proprietor,
T. YOUNGCLAUS,

GREAT MARK DOWN!
Dress Stuffs in 100 Styles.
DOWN IN PRICE.
50 Patterns in Shirtings,
DOWN IN PRICE.
100 Patterns in Cambric,
MARKED DOWN.
25 Different Styles in Ladies Jerseys,
MARKED DOWN.
20 MAKES LADIES' CORSETS,
DOWN IN PRICES.
10 Makes of Silk for Dolmans
DOWN IN PRICE.
5 STYLES IN LADIES' VESTS,
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Ladies' Silk Mitts, marked down to 25c. Men's Shirts, Men's Ties, Men's Braces; every class of Dry Goods Marked Down, at
COMMERCIAL BUILDINGS
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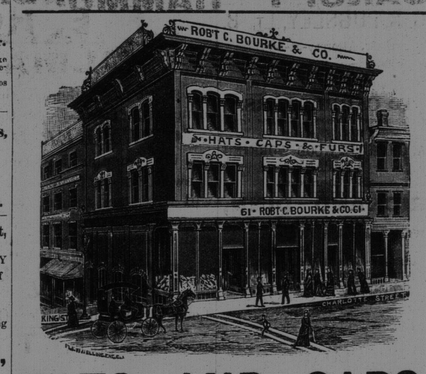
J. W. MONTGOMERY.



HATS AND CAPS.
We are now complete in all Spring Styles.
Robert C. Bourke & Co.,
61 Charlotte st., St. John, N. B.

Livery and Boarding Stables,
Sydney Street, St. John, N. B.
DAVID CONNELL.
Horses Boarded on Reasonable Terms.
Horses and Carriages on Hire. Fine Fit-outs at Short Notice

OAK HALL.
August is a month when trade is naturally quiet. We have recognized this fact with a genuine Mark Down Sale. The following are but a few from the many bargains which will be closed out regardless of cost.

SUITS.
For $6.00 All Wool Suits, regular price $9.00
For $7,00 Natty Business Suits, regular price $10.00.
For $8.00, Goods on which the workmanship costs almost the price.
For $10.00 Garments that have brought from $13.00 to $15.00.
For $12.00, at almost half price, Suits that have sold for $20.00 and more.
For $15.00, the very choicest patterns and designs in Tailoring Work.

TROUSERS.
For 99c., They are going at less than manufacturers cost.
For $1.25, Several lines, that have sold at $2.50.
For $1.50, Yarmouth Woolen Mills, that have sold ot $2.50.
For $2.00, Extra Good Styles, many were $3.00.
For $3.00, Goods that sold readily in season for $4.50.
For $3.50 The usual $5.00 crowd.

SCOVIL, FRASER & CO.,
Corner King and Germain Streets.