

# St. John

NEW SERIES, VOL. III.

ST. JOHN, N. B., SATURDAY, JUNE 5, 1880.

NO. 40.

## NEW PRINTS! NEW PRINTS!

PER STEAMER "AUSTRIAN"—TWO BALES  
ENGLISH PRINTED COTTONS

At 8, 9, 10, 12 and 14 Cents Per Yard.

EXTRA GOOD VALUE.

ENGLISH KNITTING COTTON,

Wolf's Head Brand, Salmon Tie,

Nos. 4, 6, 8, 10, 12, 14, 16.

M'CAFFEY & DALY.

Corner King & Germain Streets.

IMMENSE SPRING STOCK OF FURNITURE.

WE HAVE ON HAND FOR SALE

80 P. BLOOMING, ranging in price from \$50 to \$500;  
100 BEDROOM SUITES in Walnut, Oak and Pine, at prices ranging from \$50 to \$500;  
Sofas, Wardrobes, Bookcases, Dining, Centre and Library Tables, Patent  
Rockers, Easy Chairs, Lounges, Sofas, Dining and Chairs of  
DAVENPORT AND OFFICE DESKS.

A Large Stock of Commodities, Groceries, etc., at the lowest prices.  
A Splendid Lot of ENGLISH PLATE, including Gold and Silver, in stock and to arrive  
from the London and Birmingham Works.

A fine stock of Silks, Broadcloths, Colours, law Silks, Plushes, etc., from which parties may select  
materials for curtains to match their upholstery or dresses. Some of the latest styles in both Dress  
and Bedroom Furniture are manufactured on our premises, and are well worth the inspection we  
cordially invite.

STEWART & WHITE.

93 to 97 Charlotte Street.

TRY  
FREEZE'S  
Passenger Agency,  
CARLETON FERRY BUILDING, Water Street,  
1880.  
BEST, CHEAPEST, AND LARGEST  
NUMBER OF ROUTES.

International Steam Ship Co.

SPRING ARRANGEMENT

REDUCED FARE.

TWO TRIPS A WEEK!

THE "EMERALD" CITY OF PORTLAND, N. B. P.M.  
Master, and "NEW BEDFORD" N. B. P.M.  
Master, will leave for Boston, N. B. P.M.  
Express Wagon, Lumber and Farm Wagon.

MURRAY & THURGOOD, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.  
At 10 o'clock, for Boston, N. B. P.M.

## The Liverpool and London

AND GLOBE

INSURANCE COMPANY,

Insures against loss or damage by fire, property

of every description

At Lowest Current Rates

LIFE INSURANCE

On the Most Favourable Terms

No. 118 Prince William Street

SAINT JOHN, N. B.

QUEEN

INSURANCE COMPANY.

CAPITAL

Ten Million Dollars.

Annual Income for 1877, \$2,727,855

Dividend for 1877, \$1,250,000

Capital paid up, \$1,000,000

Reserve fund, \$1,000,000

THE Lower St. John Congregation amount

ed to \$75,000, of which was paid in full,

without discount, immediately on the adjustment

of the account.

Life Department.

The Life Fund amounts to 95.5 per cent. of the

net premium received on every policy in force

in the Queen Life Insurance Co.

C. E. L. JARVIS,

GENERAL AGENT,

118 Prince William Street,

SAINT JOHN, N. B.

ROYAL

INSURANCE COMPANY.

FIRE and LIFE.

Capital, - - - \$10,000,000.

Financial Position.

Capital paid up, \$1,000,000

Reserve fund, \$1,000,000

THE Lower St. John Congregation amount

ed to \$75,000, of which was paid in full,

without discount, immediately on the adjustment

of the account.

Life Department.

The Life Fund amounts to 95.5 per cent. of the

net premium received on every policy in force

in the Queen Life Insurance Co.

C. E. L. JARVIS,

GENERAL AGENT,

118 Prince William Street,

SAINT JOHN, N. B.

ROYAL

INSURANCE COMPANY.

FIRE and LIFE.

Capital, - - - \$10,000,000.

Financial Position.

Capital paid up, \$1,000,000

Reserve fund, \$1,000,000

THE Lower St. John Congregation amount

ed to \$75,000, of which was paid in full,

without discount, immediately on the adjustment

of the account.

Life Department.

The Life Fund amounts to 95.5 per cent. of the

net premium received on every policy in force

in the Queen Life Insurance Co.

C. E. L. JARVIS,

GENERAL AGENT,

118 Prince William Street,

SAINT JOHN, N. B.

ROYAL

INSURANCE COMPANY.

FIRE and LIFE.

Capital, - - - \$10,000,000.

Financial Position.

Capital paid up, \$1,000,000

Reserve fund, \$1,000,000

THE Lower St. John Congregation amount

ed to \$75,000, of which was paid in full,

without discount, immediately on the adjustment

of the account.

Life Department.

The Life Fund amounts to 95.5 per cent. of the

net premium received on every policy in force

in the Queen Life Insurance Co.

C. E. L. JARVIS,

## The Weekly Freeman.

Saturday, June 5, 1880.

Tory Economy.

The Tories when out of office asserted

that the Liberals were very extravagant,

and promised that when they regained

power they would be very economical and

would retrench in all directions. They

alleged that the Post Office expenditure

was extravagant and should be cut down;

that the expense of collecting and pro-

tecting the revenue was far too great;

that the expense of the inspection of

weights and measures was excessive; the

expenditure in the management of the

intercolonial railway was extravagant;

that the Supreme Court was unnecessary,

and that the expenditure on account of

the civil service was much greater than

it should be. Even after they so unexpect-

edly returned to office they continued to

talk of the extravagance of the Liberals

and of their own economy. Some of

them believed that the charges they made

against the Liberal Government were not

without foundation in fact, and some even

believed that they were sincere when they

talked so loudly of economy, and that

they meant to effect. They did discuss

some of the mechanics employed in the

intercolonial railway works, and a

number of the laborers and others em-

ployed on the track. They did discuss

some of the intercolonial railway officials

and out of doors, and others, but they

did not discuss the railway itself. How

much of real, and how much of imagi-

nary economy there was in all that, the

returns called for by the House of Com-

mons, and the discussions which took

place in Parliament, serve to show. They

legislated the Inspectors of Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the Inspectors of the Weights and

Measures, and the Inspectors of the

Weights and Measures, and the Inspectors

of the Weights and Measures, and the

Inspectors of the Weights and Measures,

and the