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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. BOWES, Editor and Publisher

SUBSCRIPTIONS.

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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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ST. JOHN, N. B. THURSDAY, SEPT. 5, 1889.

THE BURDEN OF THE HARBOR.

The Globe last evening published what purported to be a statement of the revenue derived from the harbor, and the cost of its management which was intended to show that a profit was derived from it by the city. As a sample of the Globe's assurance and accuracy we may quote from this article the following statement:—"The citizens were not taxed one dollar this year for interest on what is known as the old city debt, as the whole amount of the interest will be met by the receipts from various sources, which include harbor master's fees, anchorage dues, vessels in the stream, &c." This reminds us of the famous argument of Ald. T. Nisbet Robertson last year in favor of the expenditure of $20,000 on the Pettingill wharf. He said that the improvements he suggested would not cost the city anything because the city had the money.

As it is well known the old city debt took from the city last year $20,250 for interest, we fail to see in what way the taxpayer was much helped by the fact that there was no direct assessment made for it. The sum of $20,250 was paid out of the revenues of the city and our resources decreased by so much. It is a funny argument to say that the payment of a debt with money which a man happens to have in his pocket costs him nothing, but it is quite on a par with the usual reasoning of the Globe. That veracious journal continues as follows:—

On reference to the city accounts for last year it will be found that the receipts from the harbor, exclusive of the fisheries, were $21,396.20 and the expenditures, $2,937.16, leaving a balance of $18,459.04. Of this balance the following sums were used for interest and sinking funds:

Public wharf and pier	$4,767.74
Pettingill property	1,564.61
Making a total of	$6,312.35

and leaving a balance of $12,146.69 in favor of the harbor.

We do not know by what process of arithmetic the Globe reached these figures, but they are utterly absurd and misleading. The gross receipts from the harbor exclusive of the fisheries amounted to $28,405. but the expenditures, instead of being $2,937,16, reached the large total of $8,457, leaving a balance of $19,948. This is less than the interest of the $500,000 offered for the harbor at 4 per cent. But we are not paying 4 per cent on the debt which the payment of this $500,000 would enable us to retire but 6 per cent or $30,000, so that on the plainest showing we lost $10,052 last year by retaining the harbor, instead of placing it in commission. But it is well known that these old bonds, although nominally 6 per cents are really equal to $7.32 per cent because they are exempt from taxation. Therefore to reach the total of our loss from having them afloat we must add $6,600 to the $30,000 for tax exemption, so that the loss would be really $16,652 for the year 1888. Against this ought to be placed the receipts for the fisheries which last year netted $8,550, a much larger sum than usual. This reduces our loss, on account of undertaking to manage the harbor ourselves, to $8,102 which is very much below the average loss of the previous six years. This reduction in our net loss on harbor account has been due largely to the fact that the wharfage rates have recently been doubled by the Common Council.

HARBOR COMMISSION AND THE LUMBER TRADE.

Some of the most vigorous opponents of harbor commission are persons engaged in the shipment of lumber from St. John, who apparently are afraid that their enormous profits will be lessened by the imposition of higher harbor dues on vessels engaged in the shipment of lumber. Their fears are voiced in the following feeble pipe from the Telegraph, written no doubt by the man who fears he may lose his birthright:—

We have shown that Montreal harbor commission, which is held up as a paragon by the advocates of the harbour sale here, imposes a tax of 10 cents per thousand feet on all the lumber handled in that port. A like tax imposed here, under the name of harbor dues, would be quite in the power of the harbor commission to impose under the act of 1882. Ten cents per thousand on the lumber shipped at St. John would make a tax of about $200,000 per annum on the lumber trade of this port. It may be said that the commission would not impose any such burden. But the expense of the commission must be paid in some way, and the pretext would no doubt be found to levy dues on lumber.

Now there is not a particle of proof that our harbor dues will be increased under a Commission, or that 10 cents per thousand feet will be imposed on all the lumber handled at this port, as is the case at Montreal. That is purely an imaginary state of affairs, for the conditions that prevail at Montreal, and which have made that port an expensive one to create and maintain, do not prevail here at all. We have no St. Peter's Lake Channel to be dredged, but an open port flush on the sea, with a good depth of water, nothing but the exercise of a little common sense being required to keep our harbor in good condition at a moderate cost. We do not believe that if the harbor were placed in commission it would be necessary to place any impost on lumber, but if it should be what of it? Why should our taxpayers have to assess themselves to the extent of $15,000 a year in order that Mr. Gibson or some other lumber king should enjoy the use of our port without any cost to himself. Mr. Gibson is by far the richest man in this Province and he ships from this port more than half of the lumber that goes to Europe, yet all he pays this year in the shape of taxes to the city of St. John is $858. It is a matter of no consequence to Mr. Gibson whether St. John harbor is in good condition or not so long as a ship can come here for a cargo of deals. Last year Mr. Gibson shipped from St. John 95,633 thousand feet of deals and no doubt his profits on this great business were large enough to enable him to pay 10cts per m. on this shipment or $9,563,30, which after all is no great sum for a lumber king to pay. But, as we have already remarked, there is no proof whatever that any such tax will be imposed, the probabilities are wholly against it.

The tax alarmists, who like the foolish editor of the Telegraph, fear that a tax of 10 cents per thousand will be imposed on lumber by the harbor commission, go a step further and say, that if the harbor is put in commission Mr. Gibson will take his lumber by rail to the North Shore ports and ship it there. Let those who are forced to listen to such absurd statements inquire how far the sum of 10 cents. would carry a thousand of deals. Last winter Mr. Schrieber, refused to carry deals from Bathurst to St. John for $1,50 per thousand and demanded $2.00 as the lowest rate that would pay. The distance from Bathurst to St. John is 214 miles, so that Mr. Schrieber thought a rate equal to about one cent a mile, for each thousand of deals was as little as he could accept in order not to lose money by the transaction. At this rate Mr. Gibson for 10 cents could carry his deals about eleven miles. He could not take them from his mill on Nashwauk, to Newcastle or Chatham, for less than a dollar per thousand, and Mr. Gibson is not the man to spend a dollar in order to save ten cents.

THAT LOST $105,400.

What has the city of St. John got to show for that lost $105,400, which has been realized by them in the past seven years because of the management of the harbor remaining in the hands of the Common Council? Nothing, absolutely nothing except a lot of wharves in various stages of decay, which promise at an early day to become a great cost to the city. The Reed's Point wharf will soon require an expenditure of at least $50,000 to prevent it from tumbling into the harbor. A great deal of dredging will have to be done to enable us to maintain even the semblence of having a deep water wharf available for a large steamship, but so far as the past seven years are concerned the only thing we have had in the direction of harbor improvement has been the doubling of the rates of wharfage. Over $105,400 is totally lost and there is nothing to show for it but this. We think that the rates of wharfage might have been doubled at a less cost to the citizens.

The opponents of the harbor commission scheme are always telling us of the enormous increase in harbor dues that would follow if the harbor should be placed in commission. They told the people that in 1882 and by dint of vigorous lying and certain legal proceedings succeeded in preventing the harbor from being placed in commission. Yet as an immediate result of this act which was announced as being in the direction of economy, the rate of wharfage in the harbor of St. John has been doubled and the citizens of St. John are out of pocket $105,400 besides.

WHY DID THEY CHANGE.

Mr. Mulligan Ellis has not yet found time to explain how he who at one time was an advocate of placing the harbor in Commission has become so unfriendly to the scheme. Neither have we been told why Mr. J. Nisbet Robertson who voted in favor of the harbor commission afterwards voted against it. Certainly there was no change in the circumstances to account for so sudden a change of opinion. No one believes that the opposition of these men to harbor commission is due to anything but envy, hatred and malice. As Mr. Ellis has spent a large part of his life in attempting to injure St. John, it is quite in keeping with his record, that he should now do his best to prevent a measure likely to be of the utmost benefit to St. John being brought about.

NOTE AND COMMENT.

Nearly all the debt that this city has now to carry, has been incurred for the building of wharves and harbor improvement. The wharves of St. John first and last, have cost the city an enormous sum, yet there is not one of them that pays as much as 4 per cent on its cost, after providing for its maintenance.

The enemies of harbor commission have succeeded for years in preventing all harbor improvements and now St. John harbor is in a worse condition than it was twenty years ago. If the harbor had been placed in commission when the idea was first put in practical shape St. John would now have as good facilities for ocean steamships as any port in America and the taxpayers of St. John would be better off by more than $100,000 than they are now.

When the act of 1882 was passed the government agreed to advance the sum of $750,000 to the St. John harbor commissioners at 4 per cent. the lowest rate then available. But as the government can now borrow money at a fraction over 3 per cent. they will, no doubt, give the harbor commissioners the benefit of the reduced rate of interest, which will lessen their expenses by $6,000 or $7,000 a year.

This city has to float bonds to the amount of $120,000 for street improvement on the West side and North End under the terms of union. This fact will make the cancellation of $500,000 of the 6 per cent bonds of St. John under the harbor commission scheme, a timely relief to our taxpayers.

"Why sell the harbor" plaintively cries the foolish Telegraph. It is "the very heart and life of our city" adds this played out organ of public opinion. The Telegraph farther remarks that "to our harbor we owe our ships, commerce and wealth." Quite so, and to our harbor we owe the loss of $105,400 in seven years. But so far as we understand the question the harbor commissioners do not propose to pump out the harbor; they will still keep it here.

McDONALD WON THE NOVEL WAGER.

He Bet that He Could Go to Europe and Back the Quickest Without Paying Fare.

LAWRENCE, Mass., Aug. 31.—John McDonald arrived home on Thursday from a novel trip to Europe. He came home last June from the United States steamer Nipsic, which went down in the storm at Samoa. Since then he has been at work about town. Toward the last of July he was relating his experiences to a coterie of friends, and the talk turning upon the cost of travelling, McDonald entered into a wager with a friend, Thomas Kennedy. The wager was that McDonald could not go to Europe and back as quickly as Kennedy, neither men to pay a cent of fare from the moment they left Lawrence until they returned.

Kennedy left here for Boston on July 22, and McDonald left two days later, going down on a freight train. After hanging around the wharves a while, he stowed himself away in a cattle boat, the Borderer, bound to London. After two days he showed himself on deck, and, although the captain was angry at first, he allowed him to work his passage over. The vessel touched at Deptford, and from there McDonald rode on a train car to London. In the Whitechapel district, after wandering around London two days, McDonald met Kennedy, and the two went to Liverpool. Returning to London, McDonald stowed himself away on the Milanese of the Furness Line, and Kennedy did the same on another boat of the same line. In two days McDonald appeared on deck, and was allowed to work his passage. He arrived in Boston on Thursday afternoon. That evening at 7.30 he stole into a freight car on the Boston, and Maine Railroad, and thus reached home. Kennedy has not yet arrived, so that McDonald wins his wager.

Brief but Interesting.

If capital punishment by electricity proves a failure, what's the matter with giving the elixir of life a chance.

"I can't understand all this fuss about using electricity for executions," remarked Judge Lynch of Kansas, reflectively. "Out in our section we have used the telegraph pole for years."

As soon as the horse-cars from Cairo to the Pyramids are completed, and the work is nearly done, an elevator will be made to the top of the venerable piles, so that the ascent may be made quickly and comfortably by the modern traveller.

M. Courton, a chemist produced recently at the sitting of the French Academy of Sciences a sealed envelope containing a description of an apparatus by means of which objects may be seen at vast distances, the vibration of light being transmitted through a wire.

Many of the shade trees in Port Jervis, N. Y., seem to be in a drooping condition. The Port Jervis Union says that most of the affected trees are in the vicinity of the electric lights, and suggests that the darkness of night is as needful to trees for rest as it is to human beings.

California has no Sunday law. There was such a law, but it was repealed in 1883; yet it cannot be said that there is any less observance of Sunday since the repeal of the law. On the contrary, an investigation shows that Sunday is observed more as a sacred day the present year than it was the year the law was repealed.

E. C. Stamper, near Elmer, Ore., cut down a fir tree on his farm. He got $12 for the bark. From the lumber he built a house 14x20, 8 feet high; a shed kitchen 8 feet wide and 20 feet long; a woodshed 14x20. and had 500 boards 6 inches wide and 2 feet long. He also cut 334 railroad ties and 15 cords of wood—all this from one tree.

Esther L Danforth brought suit against C E Harriman in San Francisco, alleging him to be her runaway husband and claiming to be able to recognize him by the scar from a wound received in the war. As Mr. Harriman was only a small boy when the war was fought and as he bore no tell-tale scar he was able to convince Mrs. Danforth of her error. She apologized in a published card.

In order to test the quality of the bayonets now being served out to the English troops a number of weapons were indiscriminately selected from among those in use by the Inniskillen Fusilers and some sensation was occasioned in the garrison when the report from the testing experts in London was received declaring that 60 per cent. of the bayonets were totally unfit for use.

An interesting discovery was made recently while excavating in London Wall, in that portion known as Bell Alley. A brown glazed jug was found in almost perfect condition. It is of the Norman period, with a thumb moulding at the base. There was also found a stone Roman bell. Unfortunately it was struck by a pick and two portions of the base are gone. It is unglazed, and a light stone-brown in color.

The subject for a prize competition of essays has just been announced by the Dutch Scientific Society in Haarlem. It is a "Critical review and exhaustive description of the different kinds of bacteria any failing in drinking water before and after its filtration through sand, and of the methods of determining the characteristics of every kind." The successful competitor will receive a gold medallion or 150 Dutch gulden.

When the steamship Anadyr, of the Messageries Maritimes was sunk the other day in collision off Aden with the Oxus of the same company, she carried down into seven fathoms of water, 174 cases of silver ingots, valued at 650,000 francs, which were destined for the Indo-China Bank; 123 cases of gold wire, for Madras, 113 cases watches, several cases of jewelry for Saigon, valuable woven stuff for China, 800 sacks of Bordeaux wine and 100 cases of Champagne.

On Monday next a joint picnic will be held at Partridge Island by Cushing lodge band and Mariners' and Mechanics' division. The attractions offered to visit this delightful spot are many, chief among which is the fine opportunity that will be offered to see the whole course of the yacht race to be sailed on that day between the British Queen, Iris and Dolphin.

ARE you made miserable by Indigestion, Constipation, Dizziness, loss of Appetite, Yellow Skin? Shilah's Vitalizer is a positive cure.

ORATORY AS A FINE ART.

ELABORATE TRAINING OF A SPEAKER IN THE OLDEN TIME.

Long Windedness Cultivated as a Fine Art. The Decline Due to the Diffusion of Cheap Literature—Good Speaking as Important Now as Ever.

In antiquity the training of an orator was almost as elaborate an affair as the training of a race horse is with us. Not only the voice, but the whole man, physical, intellectual and moral, was carefully prepared, with conscientious minuteness of detail, for the great business of life, the making of speeches. In his system of education the development of the voice naturally held a large place, and the phonascus, or voice driller, was an indispensable accessory, not only of every school of oratory, but of many formed orators. Of the methods of the phonascus we know little, but we find hints in some of the classical writers that, like certain of his professional brethren in more recent days, he was not disinclined to magnify his office. Seneca, in one of his letters, warns his friend against living, vocally speaking, in subjection to his phonascus, and implies that he might as well keep another artist to superintend his walking. In our own day the phonascus still survives in public life, though perhaps more as a luxury than an acknowledged necessity.

SIX HOUR SPEECHES.

A celebrated novelist, dramatic author and orator, who passed over to the great majority many years ago, used always to put himself under the guidance of a vocal mentor before delivering a speech. Every tone, every pose and every gesture was carefully prepared and industriously practiced, under the direction of Mr. Frederick Webster, brother of the celebrated comedian, Benjamin Webster. That the elaborate training of the ancients was eminently successful is shown by the powers of endurance which it is clear they must have possessed. They habitually spoke for five or six hours, and even longer, and, in order to appreciate their staying power, it must be remembered that they spoke in the open air, amid all the tumult of the forum, which was capable of holding 80,000 people, and with an amount of vigor of action of which the gesticulations of an Italian preacher are but a pale reflex.

Longwindedness was at one time cultivated as a fine art by Roman orators, when they had to plead before a judge whom they supposed to be in favor of the other side. These prototypes of our modern obstructionists were aptly termed moratores, or delayers, because they postponed as far as possible the passing of the sentence. The abuse finally reached such a height that a law had to be passed limiting the length of pleadings in public cases to the running out of one clepsydra. It is impossible to say exactly what period of time this was equivalent to, as the water clocks of the Romans were of different sizes, and the rapidity of flow must have varied under different circumstances; from twenty minutes to half an hour may, however, be taken as roughly representing the average length of a speech under this strict system of "closure."

PRESENT NEED OF TRAINING.

If the Romans carried the culture of the speaking voice to a pedantic extreme, we, on the other hand, undoubtedly neglect it too much. It is not that we speak less, but that we have less appreciation than the ancients had of oratory as a fine art, and we are therefore more tolerant of mumbling utterances and slovenly delivery. Many an inarticulate speaker, who in these days hums and haws through an hour or two of dreary platitudes, would have been hooted down in five minutes by a Greek or Roman audience.

The comparative decay of orators in modern times is due to the diffusion of cheap literature; the function of the public speaker has been to a great extent made obsolete by the daily newspapers. Information and arguments on political matters, which had formerly to be supplied by word of mouth from the rostrums, are now served up, spiced to each reader's taste, by innumerable "able editors."

But though the necessity for what I may call professional orators no longer exists, a large part of the business of the state in a free country must still be carried on or controlled by talk, and the living voice must always have a power of stirring and swaying popular sentiment—the collective feeling of large masses of men, which is something more than the sum of their individual feelings far beyond the reach of the pen.

John Bright's exquisite purity of style would have made him a most effective writer, but would his great speeches, if cut up into leading articles, have stirred the national heart as did his burning words, thrown red hot among a living mass of enthusiastic hearers?

On the whole, I think we use the voice in public even more than the ancients, and there is, therefore, all the more reason for its being properly trained. Good speaking is nowadays important, not only from the artistic, but from the business point of view; and even for "practical men" it cannot be a waste of time to acquire so valuable a faculty.—Sir Morell Mackenzie in Contemporary Review.

Legal Bon Mots.

Sergt. Murphy was the author of some excellent bon mots. When Mme. Soyer died the famous chef asked Murphy for an epitaph. She had been a lady of an arrogant temper, "and it was generally rumored that the poor cook had rather a warmer time of it at home than he had in the club kitchen." Murphy's suggestion for an epitaph was "Soyer tranquille." A physician who was thinking of calling out some one who had insulted him came to consult Murphy about the matter. "Take my advice," Murphy said, "and instead of calling him out get him to call you in and have your revenge that way; it will be much more secure and certain."—Robinson in Bench and Bar.

WHY will you cough when Shiloh's Cure will give you immediate relief. Price 10 cts., and $1.

ST. JOHN BOLT and NUT CO.

Manufacture mild STEEL RIVETS fully equal, if not superior, to the best Scotch Rivets.

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Orders may also be left at the National 27 Charlotte street.

In the matter of the Maritime Bank of the Dominion of Canada (in liquidation).

ALL persons and corporations creditors of the Maritime Bank of the Dominion of Canada (in liquidation) are hereby requested to present proof of their claims, duly attested, to the liquidators at their office, Bayard building, Prince William street, St. John, N. B., within three months from this date.

Blank forms of "proof" may be had on application to the undersigned.

E. McLEOD,
JAS. G. TAYLOR,
D. McLELLAN,
Liquidators of the Maritime Bank of the Dominion of Canada.
St. John, N. B., 24th July, 1889.

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GENTLEMEN:
You can have your Clothing put in good Order by sending them to
JOHN S. DUNN,
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Repairing, Pressing and Altering a Specialty.

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JOBBING EXECUTED NEATLY AND PROMPTLY
Order Slate at A. G. Bowes & Co., Canterbury Street.
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New Fall Clothing at Auction Prices.

Now is your chance to purchase good ready made clothing. 350 Men's, Boys and Youth's Sack Suits, purchased at a trade sale for cash; these suits are well trimmed and made in the latest style, and are worth $18.00 at their regular price, now marked down to $13.00; suits worth $14.00 now selling at $9.50; suits usually sold at $10.50 now marked $7.00; suits that always brought $8.50 are now going at $5.00; suits worth $6.50 marked down to $3.00.

Job lots of single sack, coats all, sizes worth $6.00, marked down to 3.75.

Also great pant sale of good ready made pants usually sold from $2.00 to $5.00 a pair, now marked down to $1.00., $1.35, $1.75, $2.25. This sale commences today and will continue 4 weeks, to close out the above lots. I am now showing my fall importation of English and Scotch Woolens for custom tailoring, comprising all the latest patterns of suitings and Fall Overcoatings which I am prepared to make to order at very low prices. Also a full line of Men's Furnishings always in stock. My $1.00 dress shirts are the best in the city.

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Proprietor.

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PEARS,
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will buy a Ladies New Style, Cloth Surface, Rubber Cloak.
This quality just opened.
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A Complete Stock of Ferris' Celebrated Good Sense Corset Waists FOR Ladies, Young Ladies and Children.
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Ladies India Kid Button Boots,
One dollar per pair.
Extra Value.
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BOOTS and SHOES.
A large stock of Ladies and Gentlemen's fashionable
BOOTS AND SHOES
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Meals served at all hours. Cigars and Tobaccos the very best. Billiards and Pool.
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Removed to No 38 Charlotte Street,
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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.
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NEW DRY GOODS STORE,
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Until further notice, all summer goods positively at half price. Consisting
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MOST ECONOMICAL!
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HAVE REMOVED TO THE
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Stock Complete for Summer Trad
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Fall Overcoatings and Suitings
Just received at
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AT THE
COMMERCIAL BUILDINGS,
we are clearing out one of the
BEST STOCKS
—OF—
GENERAL DRY GOODS
that has ever been sold in this city. The greatest part of this stock was contracted for this
FALL'S TRADE,
and the goods are now coming forward and placed in stock and the whole are offered at such low prices for cash that there can be no doubt but persons who want to buy for cash can save money, as there is no humbug about the business. as it must be wound up as soon as the stock is sold; the store and premises is now to let for a term of five years; apply on the premises.
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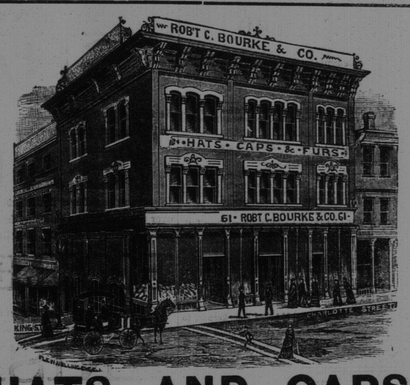
9 King Street.



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DAVID CONNELL.
Horses Boarded on Reasonable Terms.
Horses and Carriages on Hire. Fine Fit-outs at Short Notice