MC2398

POOR DOCUMENT

WHEN THE HAIR

Shows signs of falling, begin at once the use of Ayer's Hair Vigor. This preparation strengthens the scalp, promotes the growth of new hair, restores the natural color to gray and faded hair, and renders it soft, pliant, and glossy.

"We have no hesitation in pronouncing Ayer's Hair Vigor unequaled for dressing the hair, and we do this after long experience in its use. This preparation preserves the hair, cures dandruff and all diseases of the scalp, makes rough and brittle hair soft and pliant, and prevents baldness. While it is not a dye, those who have used the Vigor say it will stimulate the roots and color-glands of faded, gray, light, and red hair, changing the color to

A Rich Brown

or even black. It will not soil the pillow-case nor a pocket-handkerchief, and is always agreeable. All the dirty, gummy hair preparations should be displaced at once by Ayer's Hair Vigor, and thousands who go around with heads looking like 'the fretful porcupine' should hurry to the nearest drug store and purchase a bottle of the Vigor."—*The Sunny South*, Atlanta, Ga.

"Ayer's Hair Vigor is excellent for the hair. It stimulates the growth, cures baldness, restores the natural color, cleanses the scalp, prevents dandruff, and is a good dressing. We know that Ayer's Hair Vigor differs from most hair tonics and similar preparations, in being perfectly harmless."—From *Economical Housekeeping*, by Eliza R. Parker.

Ayer's Hair Vigor

PREPARED BY
DR. J. C. AYER & CO., Lowell, Mass.
Sold by Druggists and Perfumers.

THE EVENING GAZETTE

is published every evening (Sunday excepted) at No. 21 Canterbury street, by
JOHN A. BOWES,
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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., MONDAY, JULY 13, 1891

For the Latest Telegraphic News look on the First Page.

LET NO GUILTY MAN ESCAPE.

If the public departments at Ottawa are rotten, as charged by Le Canada, it is time that the people of Canada were fully informed in regard to their condition. For a long time sinister reports have been current in regard to the condition of the civil service at head quarters. It is now stated that some of the departments are controlled by men who draw money illegally and that some officials owe their positions to petticoat influence. These charges are not new, but the fact that they have been made before and not proved is no reason why they should be dismissed now without proper investigation. It will be best for the civil service and best for the people of Canada that, what were termed in the Beecher case "the bottom facts" should be made known, so that the reputation of honest and worthy officials may be vindicated and the guilty detected and punished. This is not a question of politics at all; it is a question of having the public service controlled by honest and competent officials. No one knows or cares whether Mr. Perley is a Liberal or a Conservative; the fact that he accepted a bribe from a firm of contractors makes it impossible for him to remain chief engineer of the public works department. Mr. Burgess, who has just resigned his position of deputy minister of the interior, is a Grit, and was at one time editor of a Grit newspaper but his political complexion has neither helped him nor harmed him. Mr. Burgess leaves the public service because he permitted and sanctioned gross irregularities in the payment of money in his department. If others are guilty of similar irregularities let them be exposed and let the civil service be relieved of their presence. As to the alleged petticoat influence which is said to have procured the appointment of certain officials, that is an old charge and one not very easily proved or refuted, for a clerk who obtains his appointment because his wife is the favorite of a minister may still be a competent official, and there may be nothing on the surface to indicate that a wrong has been done. Still no condition of the public service could be more scandalous than that appointments should be made for such reasons; and the members who made such appointments are not worthy to represent the people of Canada. The Grit newspapers deal with the inquiries now going on before the privileges and public accounts committees as if Conservative voters and Conservative newspapers were interested in concealing the truth. This is a grave error and no member of the Conservative party, no matter how high his position, should be shielded from the consequences of his misdeeds. Let no guilty man escape. The Conservative party is strong enough to do without the services of men who only get into politics for the purpose of filling there own pockets from spoils of contractors, and if there are any such in the party now, steps should at once be taken to rid it of their presence.

INSULTING RESPECTABLE CITIZENS.

Among the new regulations introduced by Chief Clark is one that was intended to make respectable citizens feel that they were at his mercy when they walked the streets and liable to be haled before the magistrate and fined if they presumed to disobey the orders of his men. There has always been a law on the statute book to prevent corner loafing, so that the streets might not be obstructed by disorderly persons who insulted those who passed by and impeded their progress. But it was never intended that the law should be applied to respectable citizens who chanced to halt for a moment on the street to speak to a friend. Yet recently we have seen the law applied by Chief Clark in this offensive manner, and respectable citizens have been fined for no other offence than standing for a moment on the public streets in conversation with other citizens. This system might answer well enough in Russia, but the people of St. John will not tolerate it long even from such a ridiculous person as Chief Clark. In his case the public have been disposed to overlook many things because they have looked upon him in the light of a spoiled child. His mind is that of an infant, for he is better pleased with cheap and tawdry display than with substantial results. Gold lace and white gloves are more to him than the peace of the city or the prompt detection of crime. Up to the present time, therefore, Chief Clark has hardly been taken seriously and his elaborate raids employing half a dozen men for the capture of some poor widow's one bottle of whiskey have been rather laughed at then condemned. But when he instructs his men to insult the citizens of St. John in the streets by ordering them to move on if they happen to halt for a moment to talk business, and has them fined if they do not instantly obey, the patience of the community begins to show signs of being exhausted. Such things were never heard of in the days of Chief Marshall, although the streets were then quite as orderly as they are now. The fact is the citizens of St. John are an orderly people and the only thing that is likely to make them otherwise is such treatment as some of Mr. Clark's policemen have been imposing on respectable citizens.

A METHODIST PIONEER IN NEW BRUNSWICK.

With feelings akin to reverence one turns the pages of the "Narrative of a mission to Nova Scotia, New Brunswick and the Somers Islands, with a tour to Lake Ontario," by Joshua Marsden, late missionary to Nova Scotia, New Brunswick and the Bermudas, which was published at Plymouth Dock, in 1816, and is illustrated by a copperplate portrait of the author. The feeling of reverence has its origin in the circumstance that Mr. Marsden was one of the pioneer missionaries of the Methodist connection in this country, which with the exception of a few towns along the coasts and rivers was at the time very thinly settled and almost inaccessible, and his heroism in braving the privations and dangers incident to his undertaking, of all of which he had probably heard only exaggerated accounts previous to his arrival here. Mr. Marsden reached Halifax Oct. 4, 1800, and at that time the Methodist chapels in Nova Scotia and New Brunswick were as follows:—

Halifax, one,	seating	1000
Liverpool, one,	"	500
Shelburne, one,	"	400
Annapolis, one	"	400
Granville, one,	"	250
Sackville, one,	"	250
Point de Bute, one,	"	300
Horton, one,	"	250
Windsor, one	"	200
Barrington, one	"	200
St. John, one,	"	1000
Sheffield, one,	"	200
St. Ann's, one,	"	400
St. Stephen, one,	"	400

The province was nearly destitute of missionaries having only the labors of Messrs I. and J. Man, Mr. McCall and W. Black, with the latter of whom, who had been in England for a short time for the purpose of obtaining missionary recruits, Mr. Marsden came out to this country. The author says in his preface, "a ministry in Nova Scotia, Canada, Newfoundland and many other places, has few things to elevate it to the dignity of a mission, besides a sea voyage, a change of climate and a few supernumerary hardships, and privations; such as poor accomodations, difficult and often dangerous travelling, absence of many literary and ministerial comforts, together with such a separation from his brethern and the Christian world, as often renders him like a partridge upon the mountains, or a sparrow upon the house tops." Mr. Marsden was no pessimist as is shown by the following passage from his preliminary remarks; "There was never an age so happy as the present; good men of all descriptions are losing in their general desire to promote the religion of Jesus Christ, the little distinctions of name and party; and cordially uniting their efforts, are directing them to the universal spread of truth, peace, righteousness and love, through all the human family; and over every part of the benighted globe we behold a new era in religion, and we hear joyful tidings from a far country."

In this wise Mr. Marsden begins his narrative:—"After a most affectionate parting with my dear friends, whom I did not know I should ever see again, on the 24th of August, in the year 1800, we went on board the Snow Sparrow, at Plymouth Dock, Captain Humble, bound for Halifax in Nova Scotia." The vessel was small and very leaky, which kept the sailors always at the pumps, "and melted more than thirty tons of the cargo, which consisted chiefly of salt." French privateers were then prowling about the route of navigation, and Mr. Marsden "did not much like the circumstance of doing duty as a marine, in the event of an action, although Mr. Black was appointed the captain; hence while Messrs. Bennet, Lowry and Oliphant buckled on the marine accoutrements under their worthy captain, I requested to have my station in case of an engagement at one of the great guns." There is much that is wonderfully naive and amusing in the account of the voyage. For example:—"The stormy weather made my berth very uncomfortable; my quilt and blanket were seldom dry; and one night I had so severe a cramp in my stomach that for some time it appeared as if both my sea and mortal voyage were almost at an end. I could keep nothing on my stomach until Mr. Oliphant brought me a tumbler of French brandy; and as it appeared my case was desperate, I drank it off; the intenseness of the pain abated; but I felt no more ebriety from the fumes of the spirit than if I had only taken cold water." Again Mr. Marsden says:—"In addition to the usual trials of our faith: a leaky vessel, foul winds, dark hazy weather, and darker nights: we were chased by a French corvette privateer; she bore down upon us in a very warlike style; although fighting and religion are two things so widely different, that it is as difficult to reconcile them as to prove that they do not exist; yet on this occasion the ministers of peace buckled upon themselves the implements of war, and Mr. Black with his four marines and small arms, was disposed to give them as good a reception as David gave Goliath. The myrmidon, however, did not like our appearance; she thought fit to shear off with all the canvass she could set." One can easily imagine how formidable the Snow Sparrow must have looked in the eyes of the Frenchmen with all the crew at work at the pumps to keep her afloat and defended by four young clergymen. Here is an account of another incident which might not have been unusual a hundred years ago though the like would be regarded as somewhat eccentric by the mariners of to-day. "One day the weather being fine and the sea calm, and the ship having but little way through the water, (as now we had been better than five weeks on board) the captain proposed swimming alongside: for which purpose he let down a stage, requesting the mate at the same time to take the boat some distance from the vessel, to ascertain whether a current was not carrying us to the eastward. Meanwhile, several of us launched into the mighty ocean, and were swimming alongside, and near the ship, till the mate, who was some distance off, and had the line down, hailed the Snow Sparrow, requesting those overboard to get into the vessel as quick as possible, for that he had seen two large sharks swimming alongside the boat, which he suspected had left the ship to follow him. * * * * Had not the boat left the vessel we might all have been destroyed;—had she gone a little later the danger would have been equally great:—had she returned before we went into the water the sharks might have come back with her and would have darted upon their prey. He that has no eyes to behold the particular providence of God in such an event; no heart to feel grateful for such a deliverance; no wisdom to record the divine interposition; is blind as a mule; stupid as a statue; and utterly devoid of Christian perception and gratitude," Mr. Marsden says the Snow Swallow arrived at Halifax on the 4th of October, after a passage of six weeks, "all through boundless mercy in good health, save our worthy brother Bennet, who had been indisposed most of the voyage."

Consideration will be given to Mr. Marsden's labors in Nova Scotia and New Brunswick at another time.

NOTE AND COMMENT.

The government are trying to devise some plan by which the annual deficit on the Intercolonial will be wiped out. We would suggest as one feature is such a plan the abandonment of the attempt to run fast trains from Halifax to Montreal in competition with the C. P. R. which is one hundred miles shorter. The time over the I. C. R. from Halifax to Montreal, 850 miles is 27 hours and 30 minutes. The time of the C. P. R. 757 miles, is 27 hours and 10 minutes. The average speed of the I. C. R. is therefore 31 miles an hour, while that over the C. P. R. is less than 28 miles an hour. This difference in speed involves a difference in the cost of running the trains. Before the C. P. R. was built the time from St. John to Montreal by the Intercolonial was 31½ hours—now it is 23 hours and 40 minutes. If such a rate of speed was fast enough then it ought to be fast enough now.

The Globe on Saturday published a lot of figures for the purpose of showing that the exports from St. John to the United States for the three months ending the 30th. June last were $107,000 less than for the same three months of 1890. On looking over this list of exports we find that last year $60,270 worth of ice figured in our exports, this being due to the scarcity of that article in the United States. We did not export any ice this year because the people of the United States had plenty of their own. There is also in the list $5.779 worth of tea which is not a product of Canada. The export of lime has fallen from $43,738 to $23,039, of granite from $5,779 to $2,753, and of manganese from $8,160 to $543. The export of lumber and other wood goods has fallen from $156,698 to $123,467, a fact due to the state of the American market. On the other hand our exports of fish have been nearly three times as great as last year, and of potatoes about twice as great. Even the Globe cannot find in its own figures the materials for a snarl at Canada or the national policy.

Financial.

The following is from Henry Clews & Co's special circular, dated New York, July 11th:—

Affairs at the Stock Exchange are still dull, investment transactions being limited, and speculative operations confined to manœuvres for the advantage of transient slight fluctuations in prices.

The real cause of the postponement of operations lies in a beclouded condition of the foreign situation and in the uncertainty as to what may be its outcome within the remaining half of the year. The Argentine danger has been reopened by the Congress of that Republic suspending for three months the laws relating to the collection of debts; which, though it may not vitally affect Argentine banks, is calculated to put a severe strain upon commercial and financial houses which have already been seriously weakened and whose credit is suffering from their large guarantees to Argentine undertakings.

It turns out also that the balance of Russia's claims upon foreign banks and bankers is much larger than has been supposed. During June, about $12,000,000 of gold was sent to St. Petersburg; and it is understood that $15,000,000 more will have to be withdrawn from the Bank of England for Russia in July and August. Beyond this drain, gold is expected to be drawn from London in considerable amounts to Germany and Holland; and the "stay law" adopted by the Argentine Congress is likely to cause an early outflow of gold to that country. The $140,000,000 of gold which is now doing such important service in buttressing confidence in London and indirectly also at the Continental centres is therefore destined to drafts which will, at a later stage, withdraw that much needed support, and place the gold beyond the reach of the wants that will press heavily upon the heels of deficient harvests.

An eminent English authority on grain statistics, while anticipating an almost average British crop of wheat, estimates the deficiency in France at 130 million bushels, and some French calculators place the deficit as high as 175 millions. The total European deficiency to be supplied from external sources, the English estimator places at 380 millions of bushels of wheat; or, if we were to accept the figures of the French statistician for France, the total European deficit would be about 430 million bushels. Seemingly, therefore, it may be assumed that Europe will have to import about 400,000,000 bushels of wheat. Such a demand implies a higher price for that cereal than has prevailed during late years; and, were the price estimated at the confessedly low figure of $1 per bushel, it would follow that Europe will have to pay $400,000,000 to other parts of the world for this cereal; which is an amount almost without precedent.

Estimating our domestic requirements for various purposes at 360,000,000 bushels; we should have a surplus of 160,000,000 bushels for export, assuming the home stock to remain at its present quantity, whatever that may be.

According to these estimates, we are in a position to furnish to Europe close upon,—or possibly fully,—one-half of its total required imports of wheat. This means that this one item of our exports will amount to something near $200,000,000. It is not likely that we shall be permitted to reap this advantage of a great crop without some sort of drawback, and it is wise to wait and see in what form that drawback is likely to come. Europe will find it impossible to pay us for our wheat without making some sacrifice. She will offer her products to us at low prices, or consign them for sale at what they will bring; if we accept them freely, our wheat will be so far paid for in goods instead of gold; if we buy only our usual quantity of imports, then Europe will be compelled to pay us largely in our securities held there; and, in that case, the settlement will not be conducive to buoyancy in the New York Stock Market.

A FAST TRAIN.

Citizen George Francis Stops Over a Few Hours in New York on His Way Around the World.

NEW YORK, July 10.—Citizen George Francis Train arrived by the Majestic Wednesday. He is on his fifth trip around the world. The first was made thirty-five years ago, and it took him two years to make it. This one began at New Whatcom, Wash., on May 9, and he set out to complete it in thirty-five days. He won't succeed, but it will be the quickest trip he has made.

A Sun reporter found Citizen Train at the Continental Hotel, surrounded by papers on which were pasted newspaper clippings, letters, telegrams, photographs and sketches, each devoted to a day of the trip.

"Yes, just arrived," sad he, "leave for Chicago this afternoon. Take a walk around the room and look at the pictures. We're on the eve of a revolution—everything will go to pieces in thirty days. Seen this tea I brought over?—new crop of Moyune; left Shanghai May 28. By the way, just say I'll save the World's Fair. Ever seen a new fishing rod i bought for a sixpence? Pulls out like a telescope. Met my secretary, Mr. Klensch? Great fellow; pays all his own expenses and does all the work. Travels just for the experience he gets."

Then Citizen Train told about his journey. He reached Yokohama in 11 days; Kobi, Japan, in 22; Shanghai, China, 16, Hong Kong 19; Singapore, 24, and Port Said in 42. From Port Said he went to Brindisi, took the fast mail train for Paris, and arrived in England in time to catch the Majestic.

Fourth of July was celebrated on the Majestic. Citizen Train wrote impromptu sonnets on the backs of the menu cards and sent them to many of the voyagers. He also made an oration. He said during the whole trip he had not seen an American flag on land or water, except the one he wore around his helmet.

Decorated with a Turkish fez and red sash, and wearing a huge bouquet in his lapel, he left at 4.30 o'clock last evening for Chicago. He expects to reach New Whatcom on July 11 or 12, completing his trip in sixty-two or sixty-three days. His last trip took seventy-seven and one half days. The next one he says, will be made five years hence and will take thirty days, going by way of Vadivostock, on the Japan Sea, and over the new railway to St. Petersburg. He reckons nine days from New Whatcom to Vladivostock, nine by rail to St. Petersburg, two to London, five to New York, and three to New Whatcom.

Provincial Points.

During the last week about 1000 passengers arrived in Yarmouth from the United States. The steamers Boston and Yarmouth have been crowded to their full capacity, while the New York steamer also had a large number.

Mr. S. B. Chute of South Berwick, on Thursday and Friday last picked and shipped upwards of forty bushels of strawberries. A considerable shipment was sent to Boston via Yarmouth, Friday.—Berwick, N. S., Register.

A new schooner called the "Arona," was successfully launched from the shipyard of T. A. Mosher Avondale last Thursday. Her dimensions are 150 feet keel, 36 feet beam, 13 ft depth of hold. She will gross about 530 tons, and register about 525 tons. She is owned by Mark Curry and others and will be commanded by Capt. Percy Parker.

Rev. C. P. Hanington has presented to the University a strip of land 25 feet wide, through which a path to the University runs from the railroad to the college grounds. This property will be regarded as a special favor as the U. N. B. was liable at any moment, by transfer of the propery to lose its right of way.—Fredericton Globe.

Oxford had a small sized riot Dominion Day. The S. A. were holding an open air when some young bloods threw fire crackers into the ring. Being ordered to desist by the police they refused and when the officers attempted to place them under arrest they resisted and the policemen got some rough usage. The battle waged for some time and the officers finding themselves threatened with a ducking in the river gave up the contest.

Mrs. W. F. Marshall, of Bear River, died very suddenly on Tuesday last. In the forenoon she took a drive with her husband, apparently in perfect health. After dinner Mr. M. went out, leaving Mrs. M. sewing in the sitting room. About 20 minutes later the servant girl, having occasion to go to the room to ascertain the time, found Mrs. M. sitting in the chair, dead, with her sewing material in her lap and the thimble on her finger. She was 70 years of age, and very highly esteemed.

A Denial.

TO THE EDITOR OF THE GAZETTE.

Sir:—Will you kindly allow me space in your paper to contradict the statement in the fifth paragraph of an article published in Progress Saturday last entitled "It is marked 'fraud,'". In no instance did we approach two ladies out for a walk, instantly introduce our business, give them our cards, and call two or three times.

C. A. TAMBLIN.
J. P. ALLEN.
D. S. P's Order Mystic Seven.

St. John, July 13, 1891.

"Dear, dear!" said the sick editor as he finished his paper; "I must get some one else to take charge. Smithers is crazy."

"What has he done now?" queried Mrs. We.

"Printed one of Mr. Depew's funeral orations and interspersed it with 'laughter' in brackets."

Makes the Weak Strong

The marked benefit which people in run down or weakened state of health derive from Hood's Sarsaparilla, conclusively proves the claim that this medicine "makes the weak strong." It does not act like a stimulant, imparting fictitious strength from which there must follow a reaction of greater weakness than before, but in the most natural way Hood's Sarsaparilla overcomes

That Tired Feeling

creates an appetite, purifies the blood, and, in short, gives great bodily, nerve, mental and digestive strength.

"I derived very much benefit from Hood's Sarsaparilla, which I took for general debility. It built me right up, and gave me an excellent appetite." ED. JENKINS, Mt. Savage, Md.

Fagged Out

"Last spring I was completely fagged out. My strength left me and I felt sick and miserable all the time, so that I could hardly attend to my business. I took one bottle of Hood's Sarsaparilla, and it cured me. There is nothing like it." R. C. BRODIE, Editor Enterprise, Belleville, Mich.

Worn Out

"Hood's Sarsaparilla restored me to good health. Indeed, I might say truthfully it saved my life. To one feeling tired and worn out I would earnestly recommend a trial of Hood's Sarsaparilla." MRS. PHEBE MOSHER, 90 Brooks Street, East Boston, Mass.

N. B. If you decide to take Hood's Sarsaparilla do not be induced to buy anything else instead. Insist upon having

Hood's Sarsaparilla

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

100 Doses One Dollar

Electric Bundle Carrier.

Something new is an electric railway express service, established in a western town, by means of which, for a small charge, all the packages bound outward for the suburbs are gathered up at the depot and then delivered along the route, to the infinite relief of marketers, shoppers, and weary heads of families, who have been wont to play the part of express wagons.

Evidently there is a saving also in this arrangement for the stores, which need no longer send one of their own wagons five miles out to deliver a twenty-five-cent package. It is not improbable that a system of this kind can be worked up and developed very profitably.

PLEASANT AS MILK

Is the Expression Used by many when they take.

ESTEY'S EMULSION

Children will take it and ask for more.

Delicate people can take it when their stomach cannot retain the ordinary Emulsions. It is easily digested.

—WHEN BUYING AN EMULSION—

Ask for Estey's.

Sold Everywhere. Price 50c., Six bottles, $2.50.

Some Children Growing Too Fast

become listless, fretful, without energy, thin and weak. Fortify and build them up, by the use of

SCOTT'S EMULSION

OF PURE COD LIVER OIL AND HYPOPHOSPHITES of Lime and Soda.

Palatable as Milk. AS A PREVENTIVE OR CURE OF COUGHS OR COLDS, IN BOTH THE OLD AND YOUNG, IT IS UNEQUALLED. Genuine made by Scott & Bowne, Belleville. Salmon Wrapper; at all Druggists, 50c. and $1.00.

CATARRH AND COLD IN HEAD HOW CURED

NASAL BALM CURES COLD IN THE HEAD CATARRH

NASAL BALM.

A certain and speedy cure for Cold in the Head and Catarrh in all its stages.

SOOTHING, CLEANSING, HEALING.

Instant Relief, Permanent Cure, Failure Impossible.

Many so-called diseases are simply symptoms of Catarrh, such as headache, partial deafness, losing sense of smell, foul breath, hawking and spitting, nausea, general feeling of debility, etc. If you are troubled with any of these or kindred symptoms, you have Catarrh, and should lose no time in procuring a bottle of NASAL BALM. *Be warned in time,* neglected cold in head results in Catarrh, followed by consumption and death. NASAL BALM is sold by all druggists, or will be sent, post paid, on receipt of price (50 cents and $1.00) by addressing

FULFORD & CO., BROCKVILLE, ONT.

Beware of imitations similar in name.

CLEAN, WHITE, BRIGHT.

Your White Dresses of last year—what will you do with them? not cut them up or throw them away I hope? They can be made clean, white, like new. You can wear them all this summer if you send them to UNGAR'S STEAM LAUNDRY. There they are cleansed and made like new. It's a good idea, and you'd better try it once.

WHAT SHALL WE DRINK?

"MONTSERRAT"

LIME FRUIT JUICE,

A Most Wholesome, Delicious, and Refreshing Beverage

For Hot Weather!

Ask for "MONTSERRAT" and take no other brand.

"MONTSERRAT" is made from Cultivated Limes, grown on the Island of Montserrat, W. I.

CHEAPER THAN LEMONS

AND MUCH MORE CONVENIENT.

FOR SALE BY ALL GROCERS AND DRUGGISTS.

St. John Oyster House

No. 5 King Square, North Side.

RECEIVING DAILY:

FRESH P.E.ISLAND OYSTERS

1 Barrel Spa Water, 30c. gallon;
40 Gallons Clams;
4 Barrels Clams.

FOR SALE LOW BY

C. H. JACKSON.

FLOWERS.

WE have a choice lot of Bedding Plants from 15c. per dozen up. Send in your order early and secure the best.

D. McINTOSH, - Florist.

Telephone 264.

CAUSEY & MAXWELL

Masons and Builders.

Mason Work in all its Branches.

Slating and Cement Work a specialty

Stone, Brick and Plaster Workers.

JOBBING EXECUTED NEATLY AND PROMPTLY.

Order Slate at A. G. BOWES & Co., 21 Canterbury Street.

W. CAUSEY, Mecklenburg st. ROBT. MAXWELL, 385 Union st

CHEAP DINNER .·. SETTS.

Just received a lot of DINNER SETTS. At Very Low Prices.

FRED BLACKADAR, - - Union Street.

COAL.

C-O-A-L

HOURLY EXPECTED PER "OTORN,"
400 Tons Scotch Coal, (equal to Ell).
PER "E. WALSH,"
200 TONS ACADIA PICTOU.
PER "J. F. SMITH" and "MINEOLA"
800 TONS RESERVE.
PER "AVALON,"
300 TONS CALEDONIA.
Per "Ayr" and others from New York,
ALL SIZES HARD COAL.
PRICES LOW. TELEPHONE 329.

MORRISON & LAWLOR,
Cor. Union and Smythe Sts.

HARD COALS.

Now landing ex Alice Maud, a cargo of Egg, Nut and Chestnut sizes HARD COALS.

To arrive, and now due ex Eva Maud, 400 TONS ACADIA PICTOU COAL.

—FOR SALE LOW BY—

R. P. McGIVERN, No. 9. North Wharf. sun

COAL.

To arrive from New York per "TAY."
'BEAVER MEADOW LEHIGH'
In Stove and Chestnut Sizes. Quality most excellent. Price very low, to arrive.
IN YARDS:
HARD COAL, all sizes.
OLD MINE SYDNEY,
Screened and delivered free from slack.

R. B. HUMPHREY,
29 Smythe Street.
tel sun Telephone 250.

Coal Landing

Philadelphia and Reading.

—AND—

Honey Brook Anthracite in Broken, Egg and Nut Sizes.

TO ARRIVE:
Spring Hill Round, Victoria, Old Mines Sydney.

R. P. & W. F. STARR.

TELEPHONE 114. *COAL.* TELEPHONE 114.

Soft Coal Landing.

ex "Pioneer" at Lovett's Slip.

160 Tons GOWRIE COAL.

For sale at lowest rates by

W. L. BUSBY,
81, 83 and 85 Water St.

500 TONS HARD COAL hourly expected to arrive, in all sizes.

LIGHT

Summer Suits

Something like this at our store. Tweeds and Worsteds make good business Suits, and are dressy too. You'd look well with one on.

Scovil, Fraser & Co.,
Cor. King and Germain Sts.

FOR PICNICS,
ARMOUR'S AND SWIFT'S
BELOGNAS.
BONELESS HAM.
TELEPHONE 133.
JOHN HOPKINS,
186 Union street.

NEW NOVEL,

—BY—

W. CLARKE RUSSELL,

—Entitled—

My Danish Sweetheart;

The Romance of a Month.

PRICE 50 CENTS.

—FOR SALE BY—

J. & A. McMILLAN,
ST. JOHN, N. B.

GROCERS, ETC.

CIENFUEGOS.

517 CASKS,
50 TIERCES.
CHOICE QUALITY. NEW CROP.
CIENFUEGOS MOLASSES landing ex sch. "M. L. BONNELL."

WHOLESALE BY

GEO. S. deFOREST & SONS

Strawberries, Sweet Cream, Green Peas, New Tomatoes, CHEAP SUGARS.

J. S. ARMSTRONG & BRO.,
32 CHARLOTTE STREET.

FRESH CREAM EVERY DAY.

—AT—

CHARLES A. CLARK'S,
3 KING SQUARE.

Orders taken for Milk and Cream for Picnics, &c., at reduced rates.

Armour's Extract Beef.

5 Cases Armour's Solid Extract Beef;
5 Cases Fluid Extract Beef.

—ALSO—

Armour's Soups, assorted; Beef from 1 to 14 lb tins.

McPHERSON BROS.,
No. 181 Union Street,

Shoe Brushes,
Stove Brushes,
Dust Brushes,
Daubers,
Broom Brushes.

GOOD VALUE.

TAYLOR & DOCKRILL,
84 KING STREET.

OATS! OATS!

OUR faith in high prices led us to purchase very largely in the early part of the season. Our stock is now coming forward rapidly and can offer dealers at

LOWEST PRICES,

with the advantage of having a large number oats to select from.

We predict sixty cents per bushel later, and would advise our friends to put away all they require for winter and spring.

Standard Trading and Mfg Co., Ltd.
J. D. SHATFORD,
GENERAL MANAGER.

HATS.

Boys' Straw Hats, Boys' Light Color Felt Hats,
Boys' Light Color Tweed Hats,
Boys' Varsity Cap, Children's Straw Sailors,
Children's Caps, all kinds;
Men's Light Stiff Hats,
Natty Goods, Correct Styles.

D. MAGEE'S SONS,
MARKET SQUARE.

FOR SALE.

A Bargain.

The ENGINE and BOILER lately in use in the GAZETTE Office. The Engine is 3 H. P. and the Boiler 4 H. P. Both in excellent condition.

For price &c., apply to the EVENING GAZETTE OFFICE.

PIANOS — MENDELSSOHN & EVANS BROS. — ORGANS

PIANOS,

UNSURPASSED IN
Tone, Touch and Durability.
A large Stock to select from.
PRICES LOW.
GOOD BARGAINS FOR CASH.

A. T. BUSTIN,
38 Dock Street.

EDGECOMBE!

WHO IS HE?

THE TAILOR

who satisfies all his customers.

104 KING STREET.

HOWE'S
FURNITURE WAREROOMS,
MARKET BUILDING, GERMAIN STREET.

We are now showing for Spring Sales a Splendid Line of
BEDROOM SUITES in Walnut, Oak, Ash and Hardwoods;
HALL STANDS, SIDEBOARDS and WARDROBES;
EXTENSION TABLES and LIBRARY TABLES in Walnut, Oak and Stained Woods;
DINING CHAIRS, CANESEAT CHAIRS and ROCKING CHAIRS;
OFFICE DESKS and CHAIRS, and a large stock of Low Priced BEDSTEADS, CHAIRS, TABLES, Etc., Etc.

J. & J. D. HOWE.

BOURKE & CO.,
32 KING STREET,

ARE NOW SELLING THE FOLLOWING GOODS AT REDUCED PRICES.

Men's Light Col'd Stiff Hats.
" Straw "
Child's " "
Boys' " "
Girls' " "
Ladies' Waterproofs,
" Travelling Caps,
Trunks, Bags, Valises,
Umbrellas, etc.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock St., St. John, N. B

IMPORTER AND DEALER IN Rubber and Leather Belting, Rubber and Linen Hose, Leather and Gut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating Supplies.

Lowest Quotations Given on Special Supplies.

ROYAL INSURANCE COMPANY
OF LIVERPOOL, ENGLAND,
REPRESENTING
The Largest Net Surplus of any Fire Insurance Co. in the World.
J. SIDNEY KAYE,
GENERAL AGENT FOR NEW BRUNSWICK,
Office, No. 1 Jardine's Building, Prince Wm. St., Saint 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.

SIMEON JONES,
BREWER.
BOTTLED ALE and PORTER.

NOW FOR BUSINESS!

Spring and Summer, 1891.

JAS. S. MAY & SON,
MERCHANT TAILORS,
(Domville Building,)
Prince William Street.

Beg to announce that they are receiving their new spring stock, consisting of

West of England and Scotch Suitings, Diagonals, Pant Goods and Overcoatings.

These goods are from the best markets, and we are prepared to offer our customers and the public generally good value for their money. Prices subject to 10 per cent. for net cash. Samples sent by mail.

152 UNION.
Boarding
—AND—
Livery
STABLES

HORSES TO HIRE and BOARDED at Reasonable Rates.

A SPLENDID BAROUCHE always on hand.

Telephone No. 533.

JOHN H. FLEMING.

JUST RECEIVED
Vaseline Atomizers,
Barbers Hair Brushes,
Fountain Syringes,
Parker's Hair Balsam,
Cuticura Remedies,
—AT—
PARKER BROTHERS,
MARKET SQUARE.

BOSTON BAKED BEANS.

Ladies send in your orders and have a crock of our celebrated BOSTON BAKED BEANS delivered to your address fresh every Saturday evening.

MITCHELL & LIPSETT,
15 KING SQUARE, North Side.

MANUFACTURERS.

S. R. FOSTER & SON,
MANUFACTURERS OF
WIRE, STEEL and IRON-CUT **NAILS**
And SPIKES, TACKS, BRADS, SHOE NAILS, HUNGARIAN NAILS &c.
ST. JOHN, N. B.

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.

DOORS, SASHES, BALUSTERS, NEWEL POSTS, MOULDINGS, BRACKETS, &c.

A. CHRISTIE W. W. CO.,
City Road.

1841. ESTABLISHED 1841.

Eagle Foundry and Machine Shop,
MANUFACTURE
Steam Engines,
High, Low or Compound, (for marine and land purposes), high or low speed.
CASTINGS of any size made.
BOILERS MADE and REPAIRED.
—ALSO—
MILL and SHIP WORK.
All Sizes of WINDLASSES and PUMPS.
PIPES, STOVES and FLOWS.
PLANING and TURNING done to order.
All work done here to order in a thorough workmanlike manner.
Jack Screws for sale or hire on easy terms. All kinds of Blacksmith Work done.
PROPELLERS MADE.

JOHN SMITH,
Practical Engineer and Mill Wrigh
St. Davids St., St. John, N. B.

JAMES ROBERTSON,

Calls the attention of Tinsmiths and General Dealers to the fact that he has now in Stock, a full line of

Pressed Tinware, Japanned Ware,
Granite Iron Ware,
Trimmings, Tools and Machines,
Crown Liquid and Paste Stove Polish.
Maritime Stove Pipe Varnish.
AND
General House Furnishing Hardware.

SEND FOR CATALOGUE.

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WILLIAM GREIG, Manager.