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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.

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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.

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ST. JOHN, N. B. MONDAY, JULY 5, 1889.

CANADIAN RAILWAYS AND AMERICAN BUSINESS.

The committee of the United States Senate which is employed in investigating the relation of Canadian railways to those of the United States is now in Boston taking evidence. They have been hearing some testimony not entirely favorable to Canadian railways from the representatives of the Boston and Albany, Fitchburg and Union Pacific. The representative of the latter road stated that by a system of differentials agreed upon by the transcontinental roads the Canadian Pacific came into an association for the maintenance of rates. Under that system the Canadian Pacific has gradually been increasing its business from San Francisco at Atlantic ports. The witness stated that from February to July, 1888, its percentage of business was 10.40 per cent.; from July, 1888, to January, 1889, 11.87 per cent.; in January, 1889, 11.38 per cent. in February, 25.23 per cent.; in March, 29.48 per cent., and in April 37.77 per cent. His explanation of this increase was that the differentials allowed are too large. These differentials are 40 cents on first-class freight, 35 cents on second-class and 20 cents on third-class. He thought the Canadian Pacific had the advantage of other transatlantic roads in that it is not hampered by the long and short haul clause of the interstate law. He was most emphatic in declaring that, if the tariff rates adopted by the transcontinental roads are just and reasonable, all roads, the Canadian Pacific included, should be compelled to abide by them. If one road is to be allowed to cut them, other roads should be let up on. They should either apply the law impartially, or else loose all the roads from its provisions.

It will be seen from this, that the Union Pacific people are using this cry against Canadian railways, as a lever for the purpose of obtaining the repeal of the interstate commerce law. Their evidence is such as might have been expected to come from that source, but the committee will have plenty of testimony in Boston in favor of the Canadian roads. On Saturday they heard the evidence of President Hersey B. Goodwin, of the Boston Executive Business Men's association, who detailed Boston's disadvantages as compared with New York, and said these disadvantages would be increased should Canadian competition be withdrawn. They also heard from Mr. Alden Spear, president of the Boston Chamber of Commerce. Mr. Spear had prepared a statement that he read to the committee. It included resolutions passed by the Boston Executive Business Men's association, deprecating any interference with the competition of the Canadian roads with the New York lines. The substantial thing the witness wanted was a continuation of the present conditions. This is, in fact, what all the people of New England want, except the few interested in New York roads.

WAS THIS INTOLERANCE OR WHAT?

We referred the other day to the French Canadian convention which was being held in N. Y. last week, that was ing regarded with so much favor by a portion of the press of the United States. The New York Sun had a great deal to say about the air of freedom which pervaded the members of the convention when they found themselves in the United States, but no doubt it will be greatly disappointed at the manner in which the question of annexation was dealt with by the Convention. That subject was one in which the American papers took a great interest, but it was quietly shelved, and no expression of opinion on the subject made. The most interesting feature of he Convention, however, was the following which is thus reported in a despatch to the Montreal Star:—

The Chaplain of the convention had just finished prayer when the Chairman's attention was called to the fact that one of the delegates had remained seated, while all the other delegates had either knelt or stood up. Chairman Bossne said that he had remarked that one of the delegates who had come regularly accredited to the convention, and therefore should be a Catholic, had acted with marked disrespect during the brief religious observances. When the chairman said, in answer to a demand for the name of the person, that it was a delegate named Joseph Duval, a little, thin, wiry old man arose from his seat directly in front of the chair and asked what the matter was. It did not take long to tell him, and when he was asked what excuse he had to offer for his conduct, he as promptly replied that he was not making any excuses just then. Asked what he was doing in the convention, he said that he was a "delegate, but that he did not know that he was required to bring a "ticket of confession" in his pocket.

This answer aroused anger in all directions, and suggestions were loudly made that the old man be ejected from the hall. Father Chagnon of Champlain, counselled calmer action, and reviewing the situation, and calling attention to the fact that only catholics were eligible as delegates, moved that Mr. Duval be expelled from the convention. The motion was carried, and Mr. Duval took the tricolor convention badge from his coat, tossed it upon a chair and left the hall.

This action discloses a new feature in these French Canadian Conventions of which the general public had not before been aware. Only Roman Catholics, it seems are eligible to be delegates to conventions of French Canadians in the United States, and Protestants are so little thought of that their French nationality will not save them from rejection at the doors of such assemblies. It is well that the people of this Dominion should know this, for it may aid them to a better understanding of the position of the French of Canada with regard to British Canadian Protestants. If a French Protestant, or a Frenchman who has not a ticket of confession in his pocket, is not good enough to be a delegate to a French Convention in a Protestant country, it looks as if the French, if they had power, would return to the old system that prevailed in the days of Louis XIV, when no Protestant was allowed to live in Canada at all.

YANKEE HOSTILITY TO CANADA.

The hostility of the Yankees toward the people of Canada is shown in a great variety of ways, but it has never appeared in a meaner form than in the efforts of some United States officials to prevent Canadian workingmen from crossing into the United States to work. This is done under the contract labor law, the same law which was not long since enforced against a New York church which imported a clergyman from abroad, a law which had it been in force thirty years ago, would have deprived New York of Rev. John Hall and Princeton of Dr. McCosh. Under this law Canadian workmen were recently prevented from crossing at Suspension Bridge, Niagara, and also at Calais to work on the United States side of the river, and the same thing has been done at Newport, Vt., where many Canadians were employed on buildings. The order has gone forth that these Canadians must either move into the United States and become citizens or throw up their work and return to the Queen's dominions. They have accepted the latter alternative, and as a consequence the building trade is almost at a standstill, work on the new Congregational church at Newport being practically stopped. The collector says the contract labor law will be strictly enforced in future.

The attention of the Dominion Government should be directed to this matter, the game being one which two can play at. If our people cannot cross into the United States to work, no citizen of the United States should be allowed to come to Canada to work. More than half of the employes of the St. Croix Cotton mill reside in the United States, and they should be subjected to the same alternative imposed on Canadian workmen by the collector of New York.

NOTE AND COMMENT.

The appointment of the Recorder, I. Allan Jack, to the position of Deputy Mayor, in Mayor Barker's life time, has left Ma. Jack actual Mayor of St. John until another election takes place. We have no doubt that the new Mayor will fill the office with dignity and impartiality.

We publish elsewhere an article from the Boston Herald under the heading, "Bottling up New England," which shows how the leading merchants of New England feel in regard to railway matters. The Herald calls upon the people of New England to mass their influence to prevent any legislation hostile to the Canadian roads.

The Post Office inspector announces that on and after today, through mails will be exchanged by the Short Line railway between St. John and Montreal and points west. The Sun calls this "pleasing intelligence' and adds:—"This is a step in the right direction and our merchants will no doubt duly appreciate it." It is worthy of note however that the Sun says nothing in regard to the absurdity of continuing to send the mails over the I. C. R. for five weeks after the Short Line was opened. THE GAZETTE was the only St. John paper which agitated for this change.

Mr. Norquay, whose death is announced, has been a conspicuous figure in the political life of the North West for many years, and his career is a proof that the half breed, or at all events the Scotch half breed, is capable of political development. Mr. Norquay was an able man and his death at a comparatively early age will be sincerely regretted.

Changes have been made in the Public Works Department here, which will result in the abolition of the Engineer in charge and the dismissal of the local clerical staff whose work is hereafter to be done at Ottawa. We doubt whether this centralizing of the work at Ottawa will be advantageous to the public service. The change looks as if it was intended to very materially reduce the amount of work to be done in the maritime provinces hereafter.

Halifax harbor is maintaining its old reputation as the most dangerous port to enter on the coast of North America. The steamer Ulunda which arrived there last week struck on Egg Island in the Eastern Passage Thursday night, while entering Halifax. Between fog and sunken rocks Halifax is in a bad way.

The Portland Transcript referring to railway matters says:—"The question of the bonding of the Canadian Pacific road through Maine is one of vital importance to the state and to Portland in particular. If the Canadian Pacific is to be shut out, what is to be done with the Grand Trunk? The movement against bonding the Canadian Pacific is in the interest of other roads which are striving to control the transcontinental traffic. Their success involves an increase of prices to eastern consumers, and invites retaliation on the part of Canada. Why should trade relations between the two countries be disturbed, and irritation increased in the endeavor to confine all traffic to other roads? The country bordering on Canada has a right to the advantages which the geographical position gives it.

Mr. Mercier's amended district magistrates act has been disallowed on the recommendation of the minister of justice. In an elaborate report upon the act Sir John Thompson, deals with the contention of the Mercier Government that because the officers to be appointed were not styled judges, but, instead, district magistrates, therefore the act was not an interference with the judge-appointing power enjoyed by the Dominion, and he holds "that by the same process the executive of the province could obtain control of every court, the same device, if necessary being used to conceal the word judge," and, also, "that, even if the mode of proceeding, by the provincial Legislatures be not *ultra vires*, it should be controlled by the power of disallowance vested in His Excellency, because it eventually results in a transference of the judge appointing-power from the Dominion to the provincial executive." This last disallowance is regarded as a very "black eye" for Mercier.

The reports, which come from Italy, of an intention on the part of the Pope to leave Rome, may be merely for political effect, or they may have a serious meaning. The alleged cause is loss of the Pope's power as a temporal sovereign, since the capture of Rome by the Italian army nineteen years ago. The King of Italy is resolved not to give up Rome as his capital, so it may be that the Pope would find himself more comfortable in Spain or elsewhere, than in Rome.

CONTEMPORARY OPINION.

Good for Canada.

[Annapolis Spectator.]

This Canada of ours was twenty-two years old on Monday, and the sun never shone on a people with better reason to feel gratified and encouraged with the progress made so far. Although there are still people to be found who talk about the good old times before confederation, and still men who pretend to think the union was a great mistake, the "good old times" will not bear very close investigation. Wages were lower, and provisions, furniture and clothing higher. Each province had its separate customs, postal and inland revenue service. New Brunswick, even, was practically a foreign country to us. In the disunited condition of what is now Canada, substantial progress seemed almost impossible.

Prohibition Played Out.

[Bangor Commercial.]

As we have previously remarked, Maine will soon be the only state which clings to the exploded policy of prohibition. Even in Kansas the people are agitating the question of resubmitting the prohibitory amendment to the popular verdict. The result of the voting in the eastern states on this issue is said to be worth 50,000 votes for repeal of prohibition in Kansas, where, it is alleged, more liquor is now consumed than when licenses were granted. The difference under the new order of things is that, while Kansas gets all the rum it wants, the adjoining states get the license money. No wonder the people are beginning to tire of this condition of affairs.

Should Come to St. John

[Quebec Chronicle.]

As the boats of the Anderson line will, in all probabilty, be too big to be able to make the journey to Montreal, our esteemed contemporary suggests that Halifax should be the Canadian Atlantic port. The Star has discovered that the river St. Lawrence is always foggy. What is the matter with Halifax in that respect? The fog is so thick down there, that the people often have to cut their way to business with a hatchet and broad-axe. Oh no, the terminus of the Anderson line must be at Quebec in summer, and as Halifax harbor has been known to freeze in winter, the winter port ought to be St. John, N. B., where the harbor never freezes.

A Question of Law.

[Halifax Recorder.]

There are no Jesuits in this part of the Dominion. Nor is there any attempt to obtain undue influence on the part of the Roman Catholic hierarchy. In this Province Protestant and Catholic dwell together without strife or friction, and though there may not be at all times perfect harmony, there is always perfect peace. But this peace is to be broken, or at least an attempt to break it is to be made. What good can ensue from this introduction of disturbing elements is past conceiving. The people of this Province are not interested in this Upper Province agitation beyond a natural desire to have justice done. We believe we voice the sentiments of nine-tenths of our people, whether Protestant or Catholic, lay or cleric, when we say that the Jesuit Estates Act, and the act incorporating the Society of Jesus, should stand or fall according as they are in harmony with, or against, the constitution of Canada. It should be, and is to most people, a question entirely of law.

Owes Them a Debt of Gratitude.

[Charlottetown Herald.]

To the men who watched by the cradle of confederation; who laid deep and solid the foundations of our future great national superstructure, and many of whom are still guarding the destinies and shaping the policy of the country, the present and future generations are and shall be under a debt of gratitude. Sir John Macdonald and his co-laborers in the work of confederation and their subsequent career in perfecting that scheme and developing the resources of the Dominion, have earned for themselves a high place among the world's statesmen.

The Short Line.

[Halifax Herald]

If our manufacturers and merchants would profit by the opening of the Short Line they must be prepared to compete with the Upper Provinces on their own ground. If our importers had accepted confederation as a fact twenty two years ago and entered heartily into the commercial enterprises which the consummation of that scheme opened up, the importers and manufacturers of Quebec and Ontario would never have been so successful in forcing the hands of our traders. Only now Halifax and St. John importers are succeeding in diving Montreal and Toronto out of the maritime province trade; and if these two cities by the sea would now profit by the opening of the Short Line, they must take steps to push their trade up through Quebec and into Ontario.

Telegraphic Flashes.

An order in council has been passed at Ottawa revising the fees of surveyors of shipping and allowing a travelling mileage fee of 10 cents per mile to surveyors.

Principal Grant goes to Cape Breton next week.

Roland Gideon Israel Barnett is one of the greatest prisoners received at the Kingston penitentiary for many a long day. He was clipped and cleansed, clothed with an ill-fitting suit and placed in solitary confinment.

A report comes from the village of Albany, on the Manitoba road that black diphtheria was broken out in 113 families. Churches and schools are closed. No deaths so far.

E. Charlebois hotel keeper at Montreal has been fined for holding the rifle and uniform of a volunteer for board. The Judge held that Charlebois was guilty of larceny.

Bottling up New England.

[Boston Herald.]

Outside of Canadian connections, the lines upon which Boston depends for transit to and from the west are entirely under control of those whose interests would lead them to build up the trade of New York, Philadelphia and Baltimore, and the country in the immediate vicinity of those great centres, at the expense of Boston and its surrounding territory. If the Vanderbilt interest had its way, one may be sure that, when freight cars arrived at Troy or Albany, they would be run south down the valley of the Hudson, and would not be carried eastward over or through the mountains to the port of Boston. Of course this diversion of trade would not apply to strictly local business, for the managers of of the New York Central or the Pennsylvania systemn could hardly force, or care to force produce coming to New England, or goods shipped west from New England, to pass through New York or Philadelphia, but it would be a matter of indifference to them whether our local conditions were or were not stimulated by low freight rates. They would have our merchants and manufacturers at their mercy, and, in the language of railroad men, would undoubtedly tax the traffic all that it would bear.

We mean by this that if we had a great trunk line running from Boston to the Misisippi river or beyond, built by Boston capital and controlled by Boston men, its managers would have an interest in seeing that our trade accomodations were built up and maintained which cannot be felt by men whose social and financial interests lead them to desire to increase the business of New York and Philadelphia in every way within their power. But we have no locally owned great trunk line to the West which we can put in opposition to the great trunk lines owned and managed by capitalists in New York, Philadelphia and Baltimore. What we have depended upon hitherto, and what has been of inestimable service to us, has been the competition afforded by the Canadian railroads. This has kept the New York and Philadelphia railroad magnates upon their good behavior in all of their dealings with us. Over and over again it has happened that proposed exactions on their part, which would have seriously interfered with the commercial prosperity of this city, have been brought to nought by the flow of trade over these competing Canadian lines.

But now it is proposed to make this competition impossible by national legislation, or by what would amount to the same thing, an administrative decree. The work can be made so expensive to the Grand Trunk and the Canadian Pacific road that they could no longer afford to carry freight from Boston westward, or vice versa, or, to put it in another way, our merchants could no longer afford to pay them the freight rates they would be compelled to ask, if, indeed, a transhipment of the freight from one car to the other on the border line would be permitted. This method has been warmly advocated in New York and in certain western cities, and, strangely enough, has been indorsed by one or two of our local newspapers, through the sentiment of Boston merchants and manufacturers, as expressed, first, by the chamber of commerce, and, later, by the representatives of the various trades of this city, meeting in the Boston Executive Business Association, has been that of unqualified protest. We trust that at the sessions of the Senate committee this sentiment and conviction will be set forth in no uncertain manner. New England may be lacking in political strength in the House of Representatives in consequence of its limited population, but in the Senate of the United States she should have a body of ten, if not twelve, men who could be counted upon not to betray the cause of their constituents.

In this matter, what is the interest of Boston is the interest of all New England, with the possible exception of Connecticut; and if ten New England senators came out directly in opposition to proposed legislation intended to prevent Canadian railroad competition, we feel confident that the measure could not be carried through, no matter how strongly it might be advocated by those representing the great American trunk lines of railroad. For this reason it seems to us that not only must our merchants make a vigorous protest before the Senate committee, but they should, by means of their correspondence and business acquaintances throughout the New England states, extend the scope of this protest, so that when the matter comes up as it doubtless will, in Congress, it can be defeated by a massing of New England influences.

The Anti-Jesuit agitation is quietly subsiding in Ontario.

City Market Clothing Hall,
T. YOUNGCLAUS, Proprietor.
ESTABLISHED 1865.
Just received at the above well known Clothing House a fine assortment of
ENGLISH and SCOTCH TWEEDS
—FOR—
Summer Suitings.
Also a fine line of
ENGLISH TROUSERINGS,
in light and dark stripes; these, along with my large stock of Corkscrews, Diagonals, Black and Blue Broad Cloths, English Yachts and Serges. The above goods I am prepared to make up to order in the latest and best styles; fit and satisfaction guaranteed.
GENT'S FURNISHING GOODS
in all the latest novelties both English and American.
READY MADE CLOTHING.
In addition to the above goods, I keep constantly on hand one of the largest and best stocks of Ready-Made Clothing in all grades.
Trunks, Valises, Shawl Straps and Base Ball Belts in great variety.
Come one and all and give us a call at the CITY MARKET CLOTHING HALL.
T. YOUNGCLAUS,
51 Charlotte st.

Removal Notice.
JAMES S. MAY & SON,
Merchant Tailors,
HAVE REMOVED TO THE
Domville Building, Prince Wm. St.,
premises formerly occupied by the Bank of Montreal, and are now ready for business.
Stock Complete for Summer Trade
and will be added to from time to time with the Latest Incoming Novelties.

High-Pressure
Living characterizes these modern days. The result is a fearful increase of Brain and Heart Diseases—General Debility, Insomnia, Paralysis, and Insanity. Chloral and Morphia augment the evil. The medicine best adapted to do permanent good is Ayer's Sarsaparilla. It purifies, enriches, and vitalizes the blood, and thus strengthens every function and faculty of the body.
"I have used Ayer's Sarsaparilla, in my family, for years. I have found it invaluable as
A Cure
for Nervous Debility caused by an inactive liver and a low state of the blood."—Henry Bacon, Xenia, Ohio.
"For some time I have been troubled with heart disease. I never found anything to help me until I began using Ayer's Sarsaparilla. I have only used this medicine six months, but it has relieved me from my trouble, and enabled me to resume work."—J. P. Carzanett, Perry, Ill.
"I have been a practicing physician for over half a century, and during that time I have never found so powerful and reliable an alterative and blood-purifier as Ayer's Sarsaparilla."—Dr. M. Maxstart, Louisville, Ky.
Ayer's Sarsaparilla,
PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Price $1; six bottles, $5. Worth $5 a bottle.

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

T. PATTON & CO.,
Waterloo, near Union,
Are now showing
House Furnishing Goods in every variety;
Dress Goods in all the leading shades;
Wool Henreittas, Cashmeres, Merinos, Serges, Grenedines, Fancys &c.
May 3.

G. T. WHITENECT,
157 Brussels Street.
HOUSE, SHIP, SIGN, AND DECORATIVE PAINTER.
Paper Hanging, Gilding, Whitewashing, Kalsomining, Glazing, Etc.

PUSS! PUSS!
You can buy one of our elegant new Clocks, a Turkish Rug, a pair of Lace Curtains, a Caster or almost anything you want, by paying
50 CENTS A WEEK,
NATIONAL SUPPLY CO.,
187 Charlotte street.

IMPORTANT TO ALL.
The Great Atlantic & Pacific Tea Co.
18
Now running in first class order at
No. 3 King Square.
Their Teas and Coffees have been selected with great care and attention and are inferior to none in the Maritime Provinces.
They will also retail Sugars at nett cost.
MR. J. J. CAIN, late of the L & C. Tea Co., who has had 20 years experience in the business has been appointed manager.

LATH TIES,
Shingle Ties,
Bed Cords,
Manilla Rope,
AT LOWEST PRICES.
W. H. THORNE & CO.,
Market Square.

G. R. PUGSLEY, L. L. B.,
Barrister, Attorney-at-Law, &c.
OFFICES—Corner Prince William and Church streets, St. John, N. B.

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 o record transactions and exhibit results clearly, comprehensively, and with the least labor.

FISHING TACKLE.
RODS, REELS, LINES, BASKETS, FLIES, &C.,
At Low Prices.
83 Germain street.
O'SHAUGHNESSY & CO.

READY FOR BUSINESS.
9 Canterbury st.
GENTLEMEN:
You can have your Clothing put in good Order by sending them to
JOHN S. DUNN,
TAILOR.
Repairing, Pressing and Altering a Specialty.

THE CELEBRATED HAVELOCK MINERAL SPRING WATER.
The Water from this Spring has long had a local reputation as a remedy for various forms of disease and derangement of the system. The following is one of many testimodials received by the Proprietor.
HAVELOCK, N. B.
June 8th, 1883.
I have been for a number of years suffering from "Salt Rheum," but could find no relief until I used water from your MINERAL SPRING. Since then I have steadily improved, and would heartily recommend it to persons suffering from a similar disease.
MRS. RICHARD THORNE.
For sale by
PARKER BROTHERS,
Market Square.

WILLIAMS BROTHERS,
Cash Grocery stores.
Save 35 per cent by buying your groceries for cash.
Prices as follows:

STAR FLOUR Bbl	$5.6
BUTTER, choice, lb	20
NEW CHEESE lb	14
COLEMAN'S STARCH lb	12
CORN STARCH, package	10
BIRD SEED "	8
WHEAT GRITZ bag	25
PICKLES bottle	15

WILLIAMS BROTHERS,
Corner Princess and Charlotte, and 115 Brussels street.

C. H. S. JOHNSTON,
House and Sign Painter;
Paper Hanger etc,
22 North Market street.
All orders promptly attended to.

NOTICE OF REMOVAL.
WE HAVE REMOVED our place of business to the store and premises in the next adjoining building,
No. 84 Prince Wm. Street,
Having our plant and machinery in order, are now prepared to do any work entrusted to us.
BARNES & CO.,
Printers, Booksellers and Stationers.
No 84 Prince Wm. street.

PATENT FOODS,
For Infants and Invalids.
Lactated, Mellin's, Ridges and Nestle's Foods, Robinson's Patent Barley, Corn Starch &c.
All of which I will sell at a small advance on cost.
CHAS. McGREGOR,
DRUGGIST.
137 Charlotte Street.

SCOTT BROTHERS,
GROCERIES,
CHEAPER THAN EVER.
STRAWBERRIES,
BANANAS,
PINE APPLES,
APRICOTS.
Sugar Cured Hams.
3 Waterloo st.

New Complete Stock to choose from at the
BOSTON SHOE STORE,
211 Union St.
Great Bargains Given.

"SUMMER CARNIVAL."
ATTENTION.
Transparencies and Designs Furnished.
74 Germain Street,
F. H. C. MILES

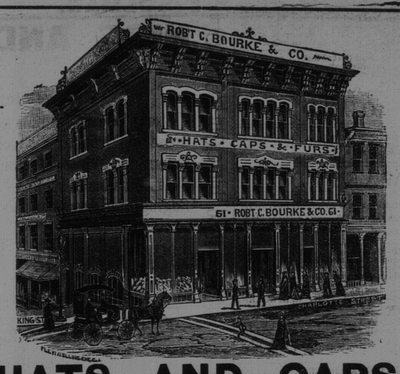
NEW POTATOES
—AT—
Taylor & Dockrill's,
84 King St.

KEENAN & RATCHFORD,
Ranges, Stoves, Kitchen Furnishing Goods, etc.
GENERAL JOBBING.
8 and 10 Waterloo Street, near Union St.
With a large experience and work that cannot be excelled, we solicit the patronage of the public.

W. M. CALDWELL, M. D.
PHYSICIAN and SURGEON.
Office and Residence
LANCASTER ROAD,
Fairville.

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

COMMERCIAL BUILDINGS
We will offer from this date until this lot is cleared out
2700 Yards of DRESS GINGHAMS,
Warranted fast colors, at 4 1-2c. a yard.
Then there is another lot of
PRINTS at 4c. a Yard;
This is a very attractive lot.
Next comes a very fine lot of
BLACK CASHMERE,
45 inches wide, yarn dyed, very fine texture, beautiful black, cost to import 58c. a yard; this lot we will clear out at 30c a yard.
NEXT LOT IS
MEN'S SHIRTINGS,
Parks' make, in all colors; cost 10 1-2c. a yard; we will sell these goods for 7 1-2c. a yard to clear.
Next week other goods will be announced this way.
J. W. MONTGOMERY.
No 9 King Street.,



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

JOHNSON'S ANODYNE LINIMENT
Established 1810.
—UNLIKE ANY OTHER.—
Positively Cures Diphtheria, Croup, Asthma, Bronchitis, Colds, Tonsilitis, Hoarseness, Coughs, Whooping Cough, Catarrh, Influenza, Cholera Morbus, Diarrhoea, Rheumatism, Neuralgia, Toothache, Nervous Headache, Sciatica, Lame Back, Soreness in Body or Limbs, Stiff Joints and Strains.
AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.
It is marvelous how many different complaints it will cure. Its strong point lies in the fact that it acts quickly. Healing all Cuts, Burns and Bruises like Magic. Relieving all manner of Cramps and Chills.
ORIGINATED BY AN OLD FAMILY PHYSICIAN.
All who buy direct from us, and request it, shall receive a certificate that the money shall be refunded if not satisfied. Retail price by mail 25 cts.; 6 bottles, $2.0. Express and duty prepaid to any part of United States or Canada. Valuable pamphlet sent free. I. S. JOHNSON & CO., Boston, Mass.
GENERATION AFTER GENERATION HAVE USED AND BLESSED IT.

RANGES, STOVES, &c., &c.
Just received a further supply of Splendid
BUFFALO RANGES,
Which, with stock on hand, furnishes a complete assortment of Stoves, Ranges, &c.
KITCHEN HARDWARE, &C.
Stoves taken down and stored as usual.
A. G. BOWES & Co.,
21 Canterbury Street.