MC2289

POOR DOCUMENT

To Advertisers.

The Times and Telegraph have a combined circulation larger than that of all the other St. John dailies. They guarantee a daily combined circulation of 14,500.

THIS EVENING

The Edward Ellis Co. in "The Power of Money," at the Opera House.

Empire Dramatic Club rehearsal in Union Hall at 8 o'clock.

St. David's Y. P. A. meets. Special programme.

Chambers Lodge, A. O. U. W., hold their regular meeting in their hall, Germain street.

The Fortnightly Club meets at the residence of William Brodie, 174 Duke street.

Men's Club meeting in Brussels street Baptist church.

Victoria Lodge, No. 1, Uniform Rank, K. of P., meet in Castle Hall at eight o'clock.

Band at Victoria Rink.

LOCAL NEWS

The Empire Dramatic Club will hold a special rehearsal in Union Hall, North End, this evening at eight o'clock, preparatory to the entertainment to be given there tomorrow evening.

Victoria Company No. 1, Uniform Rank, Knights of Pythias, will meet this evening in the armory, Germain street, to decide on some fitting celebration when the officers for the present year are installed.

The St. Andrew's Society took a kindly interest in the Scotchman, David Reid, arrested here for embezzlement, but did not employ J. B. M. Baxter to defend him, as has been stated.

Foreman John Bond, of No. 4 Fire Company, has received for the Firemen's Mutual Relief Association, a cheque for $50 from a citizen who thus expresses his appreciation of the work of the fire department in a recent fire. Foreman Bond, on behalf of the Freman's Mutual Relief Association, expresses his thanks for the gift.

The Furness steamship Florence, which sailed last Friday from Halifax, took one hundred puncheons of cider, which have been ordered in London from the Annapolis Valley Cider Company. This is the first experimental shipment of Nova Scotia cider sent to England, which the consignee hopes will lead to good results in the future.

Tomorrow evening the St. Peter's and St. Joseph's societies will pay a fraternal visit to the Father Mathew Association. Each society will contribute to the programme and refreshments will be served. Addresses will be given by Presidents W. Mahon of St. Peter's, W. E. Higgins of F. M. A., and Edward Moran of St. Joseph's.

The regular weekly meeting of the Men's Club will be held in Brussels street church this evening. Owing to an entertainment being given by the Chinese scholars in the schoolroom, the men's meeting will be held in the committee room at the rear of the church. An excellent programme has been prepared and refreshments will be served. All men are invited.

OBITUARY

John Barry

The death occurred last night of John Barry, father of James Barry, inspector of weights and measures, at the latter's residence, 151 Waterloo street. Deceased was born in the county of Cork, Ireland, in 1829, and when but three years of age, came to this country with his parents. They settled in Westmorland county on the Emigrant Road, now known as Melrose. Mr. Barry resided in the latter place until a few years ago, when he came to this city and made his home with his son. Besides his son, James, two brothers and three sisters, residing in Melrose, survive. The body will be taken tomorrow morning to Melrose, where interment will take place.

JUDGE CARLETON'S LECTURE

Yesterday afternoon before the Y. M. S. of St. Peter's, Judge Carleton delivered an interesting and instructive lecture on "The Monks of the Middle Ages." The lecturer, who was fortified with quotations and material mostly from Protestant sources, spoke about an hour and a half on the great literary gems that were treasured by those pious men for the benefit of future generations.

Judge Carleton showed how the monks established free schools and the great universities of Christendom, including the world-famed colleges of Oxford and Cambridge, and specified in a tabulated form the many great works they performed for the world.

Before concluding his lecture, Judge Carleton reviewed the good that is still being done by the priests, nuns, sisters of charity and the daughters of St. Vincent de Paul.

DENOUNCES CITY COUNCIL

BLACK RIVER, Feb. 24.

To the Editor of the Times:

Sir:—I see at a meeting of the common council they will send out measures to Fredericton. I would suggest that they would send one to empower the City of St. John to make some atonement to the people along the waterworks line from Loch Lomond to St. John, that they ignored and ranged at large without restraint, as if the owners had no existence. They dug up their fields, cut down their timber, and let the parties cutting it sell it without ever paying the owners for it. It never had a precedent in any land. There are more despots in the land then Russia.

R. POWER.

SAYS HE DESERTED

SYDNEY, Feb. 26.—(Special).—A young man, who gave his name as Louis Hernand and who said he was a deserter from the Canadian artillery at Halifax, walked into the police station Saturday night and gave himself up. He stated that he deserted about five weeks ago, since which time he had been roaming about the provinces. The authorities at Halifax have been notified of his being detained here and a guard will likely be sent to bring him back.

MONCTON FIRE

(Continued from page 1).

a bunch of keys. He had discovered all that there was left of Mr. Jones.

Dr. Purdy, the coroner, was notified and, pending his arrival, the bones were covered with planking. Previous to this several boys had forced their way to the front and they were busy hunting for souvenirs among the bones of one whom they had known. Upon the coroner's arrival the ashes, the watch and other effects were carefully placed in a small box and carried away. An inquest will be held this evening. That Mr. Jones entered the paint shed when it was almost in flames is the belief of many. He had in the building a small compartment where he kept several caddies of tobacco which he retailed to the men. The door of this place he kept locked. It is further understood that he had money in the room.

A theory is that he rushed into the shop, made his way to the room which was about fifty feet from the spot where his remains were found, and that in attempting to return perished.

His deplorable death has aroused general sympathy, for he was practically a life-long resident of the county and enjoyed the good will of all. His wife, who was a Miss Milner, is prostrated and to her and her daughters the deepest sympathy has been extended.

A local man by the name of Christopher Teed, it is reported, says he saw Mr. Jones enter the paint shop, but this statement has not been confirmed. A. Mr. Elder was with Mr. Stevens when what was left of the body was found and he also had a most miraculous escape from death. He was among the earliest on the scene of fire and was nearly overcome by blinding smoke. So suffocating was it that he was obliged to get on his hands and knees and with face close to the ground crawled to where he could breathe.

Two other men who have good luck more than good management to thank for the fact that they are alive are Marshall Govang and Robert Magee, the latter a fireman. Nearly choked by the smoke and thoroughly bewildered they fell when trying to grope their way to some spot where it was possible to inhale fresh air. They fell against the steps of a car that was being shunted out and, clutching the steps, were dragged along until beyond danger of suffocation.

A man who was among the earliest on the ground was Richard Arbing, one of the night watchmen at the works. To a Telegraph reporter he spoke as follows: "I go on duty at 6 o'clock and make hourly rounds. I was near the shops when the horn sounded and this was the first I knew of the fire. The time was about ten minutes to 9. I was in between the machine shop and stores at this time and was just on my way to start on a round. Between 8 and 9 I had gone the rounds and had been in the paint shop about twenty-five minutes previously. I am sure of this because of the special time clock I carried.

"Thomas Hogan, who was on duty was with me when the horn sounded, and when I had been in the shop at the time I mentioned there was no sign of fire or no smell of smoke. As far as I can learn the fire started in the cushion-cleaning shop, which is kept locked. I saw flames coming through the roof directly over this room.

"Mr. Moody, an engineer, was about the first man to see the flames, I understand. He looked in through a window and saw on the inside a towel catch, then saw the flames go up the sides. When I found out what had happened I rushed around to send in an alarm. I don't think the boilers are seriously damaged. As to the cause of the fire I can hardly think of anything else except spontaneous combustion. There was plenty of waste in the paint shop and the double walls of the shop were packed with pine shavings and sawdust. I never saw a fire travel quicker. I think when it was once under way that if all the water in the reservoir had been dropped on it it this throughout the night, many times would not have been put out."

The jury empanelled by Coroner Purdy is as follows:

S. R. Doucett, Thos. I. Coffey, H. S. Armstrong, Thos. J. Gallagher, G. R. Sangster, S. J. Fram, and M. S. Keith.

Among the leading railway men here there is unanimity of opinion with respect to the rebuilding of the works. All are practically certain that the works will be rebuilt.

D. Pottinger, the general manager, while declining to talk freely, said that he expected to see the burnt stores replaced by better ones. He also remarked that the men would probably be kept employed.

E. Tiffin, general traffic manager, was most optimistic. "There is no question in my mind," he said, "about rebuilding. To Moncton the blow is most disastrous but we should be thankful that the entire plant was not destroyed. The total damage I estimate at $1,000,000. The loss of the cars in the paint shop was very serious and the exact number of cars destroyed outside the shop I do not know. This will not be known until the list is checked off. The cars contained freight but most of it, of course, was destroyed. The fire is a disastrous blow but I look forward to see the shops re-established. Meanwhile we will have to work along as best we may with what the fire has spared and with the facilities at Truro, Stellarton and Halifax."

A. B. Machaffie, master mechanic, was of the opinion the damage would not exceed $1,000,000. Taking into consideration everything that had been destroyed the amount reached would not be less than $1,000,000.

John M. Lyons, general passenger agent, discussed the situation but briefly. What he said was much in line with views which has been expressed by his colleagues.

J. J. Wallace, general freight agent, said: "I was over the grounds last night and today and am unable to say where or how the fire started. I am in hopes that the shops will be built. If they are not it will mean a very great blow to Moncton. I see no reason why they should not be built again for the entire plant was not destroyed. My feeling, however, is that we will have the shops with us again. Mr. Emmerson will be here tomorrow and I feel confident he will do his utmost to have the shops put up again. Some of the cabinet members think that New Brunswick gets too much but they forget Ontario has the canals."

Mayor E. O. Steeves has taken a most cheering view of the whole situation. "The city will doubtless be materially affected for a month or more," he said, "but I am confident that the works will be rebuilt. The most important part, the iron department, is still intact. I admit that the fire will have a depressing enough effect but I expect to see the shops rebuilt."

Mr. Emmerson's telegram was most reassuring and I expect that when he arrives and looks carefully into every matter views will be all the more emphatic. He will reach here tomorrow and it is possible that the prime minister, Sir Wilfrid Laurier, will be with him. I cannot say anything positive as to this but there is a rumor to this effect. A great deal of the machinery, I think, is not so badly damaged as would appear at first glance. The fire is unquestionably a great loss to the road but in the end I feel that it will benefit Moncton. The fire was one of the fiercest I have ever seen. Within ten minutes after I saw it first the whole of the paint shed was simply enveloped in fire. It was an exceedingly difficult conflagration to fight. I saw firemen place ladders against the shops and manage to climb until they reached the top but the fearfully hot blasts blowing across forced them to crouch down on the ladder and finally descend. No man could face such heat. There has been some criticism of the weak water supply but during the fire I took pains to test the city pressure and found it from forty to forty-five. This was quite up to the average."

T. C. Burpee, engineer of maintenance, said that it would be quite premature for him to make any statement at this juncture. He estimated the damage at about $1,000,000 and was confident, he said, that temporary structures would be erected to be followed by permanent ones. "I have no idea whatever," he remarked when questioned about the possibility of there being a new site for the shops. "I really have nothing to say about such a matter. I don't think there will be any number of men idle for any length of time."

P.S. Archibald, former chief engineer, said he estimated the loss at about $1,000,000.

Chief Ackman had his men on duty for fifteen hours. Going on at 9 Saturday night and leaving at 12.30 today.

"It was the worst fire," said the chief, "that I ever had anything to do with. When the I. C. R. shop horn sounded my assistant, J. Weir, was driving along Bridge street in the rear of the works. He stood up in the wagon, looked over the fence and saw a light across the yard. Then suddenly the whole roof of the paint shop, he says, seemed to burst into flame.

"As to a theory of how it caught I should say either from a defective wire or spontaneous combustion. It was the sort of fire that you cannot get close to and live owing to the highly combustible material in the shops, and over at the eastern end of the boiler shops was a big pulley shaft leaning against the beam. Its weight must have been fully half a ton. My men were working along beneath being directly underneath it. It was perhaps 9 o'clock on Sunday morning when a couple of I. C. R. employes were looking about here and had just passed a few feet out when the shafting and big pulley all came crashing down together. The men just escaped.

"No. 2 engine was first coupled to an I. C. R. hydrant on Bridge street. The pressure was somewhat low. She worked here for some time but was afterwards removed to Waterloo street, where a much better supply was had and she threw a stream of 150 pounds pressure through a line of hose about 800 feet long. No. 1 engine was stationed on Bridge street at the plug near the I. C. R. government cottages. She played through a single line of hose about 800 feet long. This was siamessed and two lines of about 400 feet were run out and fairly good effective streams were obtained.

"The space between the shops proved a greater hindrance to effective work. The buildings were about 550 feet long. I measured them a few days ago, having in view the installation of an electric fire alarm service and boxes throughout the I. C. R. shops and yards. As soon as the fire would enter a building it would rush with terrific speed to the other end because of the large air spaces beneath.

"Had there been a heavy west or southwest wind the results might have been disastrous to the city. Cinders were found in different parts of the town fully half a mile away. Concerning the death of Mr. Jones I heard tonight that he was seen by several persons standing about the entrance to the paint shop door at the time the building was on fire and it is presumed that he entered to go to his bench and secure some property which he was known to possess. I also heard that one of the firemen who was inside the paint shop stumbled over his body in the smoke and took hold of his foot and tried to pull him out but owing to Mr. Jones being a heavy man and the fireman being partially overcome by smoke he had to give up the attempt at rescue and save his own life.

"Fighting the fire by the city and I. C. R. brigades was attended with considerable danger. For instance, when the members of No. 3 Hose Co. were working in the machine shop trying to save the patterns at east end of the machine shop the fire burst out beneath their feet. Another great fight we made was to save the tube shop situated a few feet from the east end of the machine shop. This building contained a large gasoline tank which at the time was full. Had this caught and the tank exploded the result might have been disastrous. The I. C. R. brigade put up a strong fight in preventing the fire from extending in to the erecting shop in which is a lot of valuable machinery.

"When day broke the ruins were still partly obscured by great clouds of steam and smoke. Everywhere were huge tangles of hot and shattered machinery. The tons upon tons of broken mechanism covered fully four acres of ground and the ruins still smouldered. The railway tracks were warped and shattered. All that remained of the palatial cars which to construct had cost several moderate fortunes, were long lines of trucks standing in a clutter of twisted rods and wire.

"The office of the master mechanic was roofless, the walls tottering. The lofty girders of the brick car shop had fallen in and adhering to fragments of the brick wall, for as they fell in the brick walls were forced in also. The new extension to the car repairing shop was saved through the good work of No. 2 Company, assisted by fire proof corrigated iron doors, which are lowered every night between the old and new parts." This concluded Chief Askman's interview.

G. R. Joughins, chief superintendent of motive power, said that at this time he did not want to issue any public statement.

Among the men who did not spare themselves in the general work of combatting the conflagration were: Angus McDonald, foreman of car shops; A. S. Coleman, foreman of paint shop; Joe Barton, foreman of car-repairing shop; J. T. Dustan, chief draughtsman; Alex. Wilson, foreman of carpenter shop; Arthur Stockall, foreman of blacksmith shop; George Moore, foreman of turning shop; John Nugent, foreman of erecting shop; Nelson Rand, locomotive foreman, and Norman Sinclair, foreman of the round house.

The car works and machine shops were established in Moncton in 1872, having been removed from Shediac. Previous to this year the line was known as the old European and North American railway.

MR. PAYNE IN HARNESS

(Onlooker in New Freeman.)

Thirty years ago, when Dr. James Hannay was Mr. Elder's chief editorial assistant on the Daily Telegraph, Mr. Robert A. Payne became connected with that paper. They were associates for a few years, when Mr. Payne joined the editorial staff of the Daily Sun, remaining with the latter paper until after the Ottawa parliamentary session last year, since which time he has been living with his family on a beautiful farm in Sunbury county. Dr. Hannay and Mr. Payne have become associates again, for the former is the official reporter of the Legislative Assembly and has Mr. Payne as his assistant. Both are experienced newspaper men and it is no reflection upon the official reporting of former years to say that difficult work was never performed in a better manner than during the present session.

WILL REBUILD WORKS AT ONCE

Hon. Mr. Emmerson Says They Will Be on a Larger Scale Than Before.

Hon. H. R. Emmerson and Deputy Minister Butler arrived in Moncton this morning and Hon. Mr. Emmerson said that the works would be rebuilt at once an a larger scale than before.

THE I. C. R. AND SUBURBANITES

Something About the New Suburban Rates Which Will Be Effective After March 1.

The Transcript understands that the new passenger rates which will go into effect on the Intercolonial railway on March 1st are as follows:

From one mile to 200 miles, 3c. per mile; previously the 3c. date was only up to 100 miles and from 101 miles upwards on a graduated scale.

From 201 to 300 miles the new rate will be 2 7-10 cents per mile.

From 301 to 400 miles 2 5-10 cents.

From 401 to 600 miles, 2 4-10 cents.

From 601 to 800 miles, 2 2-10 cents.

From 801 to 1,000 miles, 2 cents.

For commercial travellers the rate will be 2 1-4 cents instead of 2 cents, as now, and the 1,000 mile ticket is also advanced from 2 cents to 2 1-4 cents per mile.

Scholars' tickets will remain as at present.

Season tickets are abolished and the following substituted: Ten ride tickets at 2 cents per mile; 50 ride tickets at 1 1-2 cents per mile.

It is impossible to estimate what this increase of rates means in increased revenue to the road. There is little doubt, however, that although the rate is not advanced for strictly local business, up to 100 miles, yet the increased revenue from distances above 100 miles will be appreciable from a revenue standpoint.

The rates are still lower than those on the Grand Trunk and Canadian Pacific in many respects.

(Daily Sun.)

One of the most interesting features of the new rate schedule, especially to St. John people who spend the summer in the country, is the substitution for the regular season tickets. At the present time the fare to Brookville, distance five miles from the city, is $2.25 for a one-month ticket; $4.50 for three months and $7 for six months. Under the new schedule it will be as follows: Say 26 round trips per month at 15 cents each, or $3.90; for three months, $11.70, and for six months, $23.40, an increase for the latter time, of $16.40. The present rate to Torryburn, six miles away, is $2.50 for one month; $5 for three months, and $9 for six months.

Under the new schedule it will be as follows: For one month, say 26 round trips, $4.08; for three months, $14.04; and for six months, $28.48; an increase for six months of $19.08.

The present rate to Renforth a distance of seven miles is $2.75 for one month and $5.50 for three months. Under the new schedule it will be $5.46 for 26 round trips and $16.38 for a period of three months an increase for 3 months of $10.88.

The present rate to Riverside, a distance of eight miles, is $3 for one month, $6 for three months and $10.80 fos six months.

Under the new schedule it will be $6.24 for one month, $18.72 for three months and $37.44 for six months, an increase for the latter period of $26.64.

The present rate to Rothesay, nine miles away, is $3.25 for one month, and $6.50 for three months. Under the new rate it will be $7.02 for one month, and $21.06 for three months, an increase for three months of $14.56.

The present rate to Hampton, twenty-two miles away, is $6.50 for one month; $13 for three months and $23.40 for six months.

Under the new schedule it will be $17.16 for one month, $51.48 for three months and $102.96 for six months, an increase for six months of $79.56.

The system on the C. P. R. to suburban stations is somewhat different. They issue commutation books, and nothing for a longer period than one month. Each book contains 56 coupons or passes for 28 round trips.

The name of the purchaser is written on the cover and the book is good for one month from date of issue.

The rate to Grand Bay, ten miles away, is $3.30 for one month.

What are known as ten-trip tickets are also issued. These are based on one fare.

AUCTION SALE

THERE WILL BE SOLD AT PUBLIC Auction, at the hour of two o'clock in the afternoon, on the second day of March, A. D., 1906, the stock contained in the store of Robert I. Cunningham, situate at numbers 577 and 579 Main street, in the City of Saint John, in the City and County of Saint John, and Province of New Brunswick. The same having been levied upon and seized under and by virtue of an execution issued out of the City Court of Saint John on a certain judgment recovered therein wherein Jacob A. Jacobs is plaintiff and Robert I. Cunningham is defendant for sixty-two dollars and eighty-seven cents and costs.

Dated at the City of Saint John this 22nd day of February, A. D., 1906.

THOMAS K. GIBBONS, Constable, &c.

2-24—5t.

DEATHS

KEARNEY. — Died, on Feb. 25th, Eliza, wife of John Kearney.

Funeral on Tuesday at three o'clock, from the residence of George Collins, 164 Pond street.

CONDENSED ADVERTISEMENTS

(Too late for classification).

TO LET — THE LOWER FLAT OF HOUSE 294, on the south side, Rockland street, North End, seven rooms. Apply on premises (upstairs), JOHN WILLETT. 2-26—tf

TO LET — LOWER FLAT, 100 MECKLENburg street. Eight rooms and bath room. Enquire 125 Mecklenburg street. 2-26—3t

QUALIFY TO FILL AN IMPORTANT POsition. Learn to write advertisements. Information sent free. PAGE-DAVIS CO., 96 Wabash avenue, Chicago.

WANTED—A TIDY, RESPECTABLE WOman who for a comfortable home would be willing to do household work in a family of three. Address J. S., Times office. 2-26—2t

WANTED — SECOND HAND RED BIRD Bicycle. State price wanted. Address "WHEEL," Times office. 2-26—tf

TO LET — HOUSE, 223 MAIN STREET, containing nine rooms and bath. Apply J. E. COWAN, 99 Main street. 2-24—tf

WANTED — A PORTER WANTED AT once. Apply at OAK HALL, SCOVIL BROS & CO. 2-26—tf

MACAULAY BROS. & CO.

Roman Striped Snowflake Curtains

These very effective decorative Curtains come in Bright Colored Roman Stripes on cream ground with tinsel thread running through the stripes. **Cost Only $1.75 Per Pair.**

Several pairs of Lace Curtains, slightly soiled, will be sold at a great reduction from former prices. Take elevator to third floor and see attractions for housekeepers.

MACAULAY BROS. & CO.

English PRINT SALE.

12 1-2 CENT PRINT FOR 10 CENTS YARD.
THIS WEEK ONLY.

50 Pieces in the lot. All fresh, new patterns, in Light and Dark Shades, full 32 inch width.

I. CHESTER BROWN, 32 and 36 King Square

FOR STYLISH UP-TO-DATE GOOD CLOTHING

Men's Tailor Made Suits and Overcoats.
Trousers in all Materials and Sizes.
PRICES LOW

AT THE GLOBE CLOTHING STORE
7 and 9 Foot of King Street.

White Wash Fabrics in Great Variety.

WHITE MUSLIN with Fancy open Stripe and Figures, at 12c. yard.
WHITE CROSS-BARRED MUSLIN at 16c. yard.
WHITE CORDED STRIPE MUSLIN at 16c. yard.
WHITE SPOTS AND FIGURES IN PERCALES, at 18c. yard.
WHITE MERCERISED GRENADINES at 25c. yard.
WHITE PIQUES at 15c., 22c., and 25c.
SILK FINISHED DAMASK WAISTINGS in Spots, Figures and Stripes at 30c. yard.
PLAIN WHITE LINENS, different qualities.
WHITE SATIN STRIPE DELAINES at 30c. yard.
WHITE LUSTRES at 35, 38, 60, 65 and 75 c. yard.
WHITE LUSTRES with large tiger spots, very new and stylish, at 50c. yard.

ROBT. STRAIN & CO., 27 and 29 CHARLOTTE STREET.

Fresh Made Roll Butter 22c. per Pound.
Fresh Eggs, 18c. per Dozen.
ROBERTSON & CO
562 and 564 Main St.
St. John, N. B.

NEW WASH GOODS.

Our new spring stock of Wash Materials is now complete. There is no better time than now to prepare for summer dress needs, because these goods are marked at prices that mean big saving chances for you. You'll be surprised, too, at the charming variety we have in readiness for you.

PRINTS—7c., 9c., 10c., 12c., 14c., yard.
FANCY DRESS GINGHAMS—10c., 12c., 14c., 17c., yd.
COLORED CHAMBRAY—14c. yd.
WHITE FIGURED MADRAS—15c., 20c., 22c., 24c., 25c., 28c., yd.
DRESS MUSLINS—8c., 10c., 12c., 14c., yd.
FANCY WHITE MUSLINS—8c., 10c., 12c., 13c., 15c., 20c., 22c., yd.
BLACK DRESS MUSLINS—12c., 17c., 20c., 22c., yd.

S. W. McMACKIN, Successor to SHARP & McMACKIN,
335 Main Street, North End.

$5.00.
BEST VALUE EVER OFFERED.
We make the Best $5.00 Gold Crown in the City.
Teeth without plates.....$5.00
Gold fillings from.....$1.00
Silver and other filing from.....50c.
Teeth Extracted Without Pain, 15c.
Consultation..... FREE
The Famous Hale Method.
Boston Dental Parlors.

Marked-down Prices on Some Over-stocked Goods.
Canned Peas, 5 cts. Tin.
Canned Corn, 4 cts. Tin.
Canned String Beans, 8 cts. Tin.
Canned Tomatoes, 9 cts. Tin.
Red Salmon, extra quality, 12c. Tin.
Good Potatoes, 20 cts peck.
Good Turnips, 10 cts. peck.
40c. Candy, special at 25c. lb.
Sweet Cider, 25 cts. gal.
40c. Coffee, 30c. lb.
40,000 cigars to be sold below cost.
CHAS. F. FRANCIS & CO.,
141 Charlotte Street.
Meat Store,
70 and 72 Mill Street.

A GREAT BARGAIN.

A Gilt Tea Set,
(54 Pieces)
Worth $4.00. On sale now for - - $2.98
Only 10 Tea Sets in Lot.
PEOPLES' DEPT. STORE,
142 Mill Street.