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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. ROWES, Editor and Publisher

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ST. JOHN, N. B. SATURDAY, SEPT. 7, 1889.

A BRIEF VIEW OF THE HARBOR COMMISSION QUESTION.

The Common Council of the city of St. John has managed our harbor ever since the charter was obtained more than a century ago. In that time it has expended an enormous amount of money upon it, probably not less than $1,000,000 of which at least $500,000 still remains in the shape of old city debt and later issues paying 6 per cent interest and involving an annual charge to the city of $30,000. Our harbor revenue in times past has fluctuated very considerably but owing to the port charges now being increased, it has for the past seven years, with the revenue derived from the fisheries, averaged about $22,000 net or $8,000 less than the interest on this $500,000 of debt directly chargeable to the harbor. But as these bonds are untaxable, to the interest should be added $6,600 a year of tax exemption. In short, as we showed the other day, the city of St. John has lost $105,400 by retaining the management of its harbor during the past seven years.

But after all this enormous expenditure and this great loss in harbor management our shipping facilities except for the loading of vessels with lumber and deals, are of the worst possible character. For several years past, it has been known that a Short Line was being built from Montreal to this city, with a view of giving this port the winter trade of Canada, yet in all these years nothing whatever was done by the Common Council to prepare for the trade, and when the road was opened in June, there was not, and there is not to-day a wharf in the city at which a steamship could load a cargo of grain. The Common council has allowed the most important concerns of the port to be utterly neglected and unless something is done at once we must lose forever our chance of becoming the winter port of Canada.

It is now proposed to transfer the management of the harbor to a commission composed of five members, three appointed by the government, one by the Common Council and one by the Board of Trade. The government will advance $750,000 to this commission, $500,000 of which is to be paid to the city of St. John to retire so much of the public debt. The other $250,000 will be used by the commission to pay out private wharf owners and to make improvements. The commission were, under the terms of the act, to pay 4 per cent for the money thus advanced, but this rate will be reduced to 3 per cent, as soon as Parliament meets. Thus the Commissioners will be in a position to acquire the harbor and to make improvements with a very small interest charge, while the city will be relieved of $500,000 of debt on which they have to pay $30,000 a year.

The question for our citizens now to consider is will they vote to go on in the old way, expending a sum on the harbor averaging $15,000 a year over and above its receipts without any permanent improvement being effected? or will they transfer the harbor to a commission, in order that it may be improved and made available for the large business we expect to come to this port? We believe the answer of the vast majority of them will be to vote for placing the harbor in commission as it ought to be.

VOTERS' CATECHISM.

Q.—Who are in favor of Harbor Commission?

A.—All the leading manufacturers, merchants and ship-owners.

Q.—Why do they favor the Commission?

A.—For many reasons. Because it will change the control of the harbor from a body of men who know nothing of the special needs of the trade of the port into the hands of five gentlemen who will be permanent officials, who will be selected because of their special knowledge of the requirements of the harbor of St. John and the trade of the port.

Q.—What is your second reason?

A.—Because if such men are selected they will go to work to make the necessary improvements after a systematic plan. First, they will ascertain what work is most needed and then proceed with it. Ward influence will not be felt by the Commission and in this way a better administration of the harbor, will be secured than is possible by a committee composed of gentlemen elected annually to the council whose principal object, is to do the work that will bring them the most votes at the next election.

Q.—Is this case under the present management of the harbor?

A.—It is. There have been times when there was not a single member of the Common Council harbor committee, who had the slightest knowledge of the requirements of the harbor.

Q.—What is your third reason?

A.—Because the harbor does not now pay and has never paid its running expenses. Owing to the peculiar manner in which the affairs of the harbor are managed the taxpayer gets no practical benefit from the revenues of the harbor. The receipts of the harbor are large, but the greater portion of them are pledged to pay the interest and principal of former expenditures; these and the cost of repairs are so large that the citizens have to be taxed $4,000 or $5,000 a year to make up the deficit. In short the entire revenue of the harbor is required to pay interest, repairs and salaries and even this is not sufficient, and an amount varying from $8,000 to $15,000 has to be assessed on the taxpayers every year to make up the difference between the revenues of the harbor and the expenditures necessary on account of it.

Q.—But how could the Commission make it pay, without increasing the tolls?

A.—Very easily. Say that the revenues of the harbor are $30,000. The commission pays $500,000 for the property yielding this revenue. Now they say get the money from the government at 3½ per cent interest, which would amount to $17,500 a year. This would give the commission $12,500 to pay for repairs on the wharves now owned by the city and for their expenses.

Q.—But if they borrow $750,000 from the government how then could they pay the interest without increasing the tolls?

A.—Part of this sum would be spent in buying additional property now owned by private individuals. From these wharves they would derive a revenue sufficient to pay the interest at 3½ per cent and leave a margin besides. You should also remember that the cost of managing all the wharves in the harbor would be no more than for managing that part owned by the corporation.

Q.—What would the Council do with the money they receive from the harbor?

A.—Pay the the debts of the city and reduce the taxes of the people. Unless the harbor is put in commission the people of St. John will have to be taxed to pay off the old city debt. They will have to be taxed to pay the interest and principal of a new loan of $300,000 at least to pay for harbor improvements. They will have to be taxed for the expenditure of $120,000 under the Union Act. All these rates will amount to a large sum. As nearly as it can be figured the citizens of St. John will be taxed $30,000 a year more than they are now for the next twenty years unless the harbor is put in commission. If the people vote no, on Tuesday next it will cost the citizens of St. John at least $600,000 in the next twenty years besides all they are now paying.

Q.—Who are opposed to Harbor commission?

A.—All the cranks and sore heads of the town. Every man who has a grievance against the corporation or the government. There is McCready for instance. He has been kicked completely out of Kings county by the people. Then there is Ellis the traitor and annexationist who has opposed everything that was in the interest of St. John. Next comes Tom Potts, first rejected by the government, and afterwards by the electors of Dukes ward. Then Sears who got his walking ticket from the electors of Queens ward, and a host of disgruntled office seekers, political dead beats and others of like ilk.

Q.—Then all the enterprise, intelligent go-ahead men who are endeavoring to build up the trade of St. John and its industries are in favor of harbor commission and all the scoreheads and disappointed politicians are opposed to it?

A.—That's exactly the way of it. Look at McCready and Ellis for example.

THE CITY ENGINEER AND THE HARBOR.

The editor of the Globe is no doubt a very bad man politically—indeed we have said so quite frequently, but he possesses this advantage over the man from Penobsquis, that he is not quite a fool. He does not take much stock in Mr. Hurd Peters. The whole town was laughing yesterday and has been laughing to-day at the solemn manner in which the Telegraph man produced the city engineer's ridiculous report; as if it had been a matter of some importance, the fact being that the report is worth considerably less than the paper on which it was written. "The people have been deceived!" says the Telegraph in a tragic voice. "The people have been deceived as to the real condition of the harbor. The people have been told that our wharves are worthless, that vessels cannot reach them for want of dredging, that there is no warehouse accommodation, &c. All this time there was in the custody of Ald. Peters an official document giving an emphatic contradiction to every one these libels on our port." This official document was the report of City Engineer Peters, the only material part of which we quoted yesterday. This terrific document did not come unheralded. At one o'clock on Thursday afternoon it was known all over town that it was to appear in the Telegraph next day. The Penobsquis man and the entire staff of the decayed Liberal organ had been engaged in informing the wondering multitude of the coming of this official thunder-bolt, which was to blow up the entire harbor commission scheme. The thunderbolt has come, but so far as we can see no one has been hurt. The Telegraph has reached that happy condition that its prestige cannot be lessened and we all know that the reputation of Mr. Peters as an engineer cannot be injured.

Not long ago the St. John Board of Trade was memorializing the Ottawa government to make St. John the terminus of the fast ocean steamship line. The matter was deemed so important that a deputation was sent to Ottawa to interview the ministers. They asked that the ocean greyhounds of the Canadian mail service should come to this port. Let us suppose this request to have been granted in its terms, where would these vessels have been accommodated? The modern ocean greyhound is from 500 to 586 feet in length and draws from 28 to 30 feet of water. But the Sand Point railway wharf, the only wharf in the harbor of St. John that has depth enough for such a vessel, is only 180 feet in length and cannot properly accommodate a steamship more than 300 feet long. Not long ago the captain of the Red Sea, a steamship 400 feet long had to leave this wharf because the bow of his vessel over-lapped it so much that it was aground at low water. This was a nice thing to occur at the only real deep water wharf of a port which asks to be made the terminus of a fleet of ocean greyhounds. And yet in the face of all this, the stupid Telegraph asserts that only $27,000 is needed to put the harbor in first-class condition for ocean steamship traffic. That sum would not provide suitable accommodation for a single large steamer at the Sand Point wharf, even if the city owned the property, and had a right to build a wharf there which it has not.

The new pier is the only wharf belonging to the city at which a long steamship could lie. It, however, suffers from two great disadvantages. Owing to the stupid bungling of Engineer Hurd Peters it has a bend in its face which prevents a very long vessel from lying at it properly, and its depth of water at one end does not exceed 22 feet. Besides this the Monticello occupies one berth there, so that there is only room for one steamship 320 feet in length. This is the city's single deep water wharf suitable for a long steamship on the east side of the harbor, and it is very far from being what it ought to be, and in addition to its other disadvantages it has no railway connexions.

We referred yesterday to Mr Peters' estimate for harbor improvements. The dredging and filling up the slips of Pettingill's wharf so as to give it a face of 335 feet he places at $19,000 and this would give a berth he says, that, to quote his own words, "would be satisfactory to any vessel." Yet above he has given the dimensions of the Nubia a steamship that has frequently loaded here, and which according to his figures is 378 feet long. A steamship 378 feet long would not be very comfortable in a berth 335 feet long. In fact the Pettingill wharf, after the proposed improvement, would only be available for a very small freighter and we would be no better off in respect to moderatey large vessels like the Nubia, Red Sea, Kansas and Missouri than we are at present.

At Reed's Point Mr. Peters proposes to create a berth for two vessels, one 300 feet long and drawing 27 ft of water and another somewhat shorter and drawing 25 feet of water, for an expenditure of $30,000, warehouse included. He also proposes to repair Reed's Point wharf at a cost of $20,000. We are informed on the highest authority that the whole front of Reed's Point wharf is so rotten that the timbers will not hold a spike and that at least $50,000 will be required to put it in a proper state of repair. We are also told on equally good authority that the wharf 300 feet long and 60 feet wide south from Reed's Point which Mr. Peters proposes to build for $30,000 would cost at least $150,000, for it would require to be at least 40 feet high at its outer end. The improvements Mr. Peters suggests there would cost at least $200,000, yet when they were completed St. John would be in no better position to accomodate a mail steamer than it is at present.

THE POTLAND MEETING.

The meeting in Union Hall last evening was decidedly in favor of Harbor Commission, notwithstanding the efforts of the editor of the Telegraph and some of his friends to distort the facts and turn the minds of the electors from the real issues involved. It was a happy thought to hold a meeting in Portland for the electors of the North End have not given much attention to the subject of Harbor Commission up to this time, it not having having become a vital question with them until the union with St. John. After this meeting the electors of the North End may be relied on to give a handsome majority in favor of Harbor Commission. Mr. John Connor, who presided ably over the meeting, is a strong upholder of the Harbor Commission scheme and his remarks on the subject were well received. Mr. C. H. Fairweather, who made the first speech, is a gentleman who thoroughly understands the needs of this port. He expressed his belief that the harbor could best be managed by a commission of gentlemen who would have the interests of St. John at heart, gentlemen upon whose integrity and business capacity the city could rely. He was not aware that the commission would be costly.

'We have,' said he, a school commission, a pilot commission, a water commission, and these are not found burdensome. His hearers were quite familiar with the phrase sell, the harbor." As if, said Mr. Fairweather, such a thing were thought of. If we sold in one sense in another we would not. We would sell to ourselves. Main street, north end which is to be paved, will be sold. Our school houses are sold. Our city market is sold. The Pettingill wharf is sold. They are sold to the bondholders. That is all.—It could be the same with the harbor. We would have the management of it ourselves. We have the railways at our doors. To leave them now without facilities for the distribution of the trade they bring will be the same as if after the harbor commissioners had brought the water supply to the Marsh bridge they then invited the people to take tin pails and go and get their own supplies." This was an apt illustration of the position of those who oppose the harbor commission.

Mr. Geo. F. Smith also made an excellent speech and told the audience that the harbor commissioners would unquestionably be men true to the interests of St. John. They could carry on a continued scheme of improvement much better than a common council whose members were constantly changing and consequently not thoroughly posted in regard to the matter. Montreal and Quebec have spent vast sums on harbor improvement. If St. John had adopted the commission fifteen years ago and expended proportionately as those cities did, we would now be in the same position to go as Montreal has done and ask the Dominion government to assume our harbor debt. And the government would have the same reason to assume ours as they had in assuming the debt incurred by the Montreal commissioners.

Mr. McCready's speech was mainly a tirade against the government and fell very flat. Mr. George Robertson had no difficulty in demolishing his argument and leaving the Penobsquis man in a very dilapidaded condition. He also made mince-meat of the report of Mr. Barnacle Peters, and showed that it was in the interest of all classes in St. John to place the harbor in Commission. This meeting will have the effect of stirring up the people of the North End, and we may expect a full vote on Tuesday next.

Mr. Barnacle Peters has been attached to the corporation of St. John for a great many years, but it is not likely he will disfigure its fair exterior much longer. The new city is about to be put into dry dock and all barnacles and other filthy accumulations which tend to impede the progress of our good ship will then be scraped off.

M'CREADY'S BIRTHRIGHT.

The great and only McCready made his appearance before a North End audience last evening to defend his birthright and persuade his hearers that it would be wrong to put the harbor in commission. We do not know whether it was impudence or mere stupidity that took McCready to the North End to eulogize Hurd Peters who proposes to expend $117,000 at Reed's Point and Pettingill's wharf and to leave the North End wharves and the fine section of the harbor situated there entirely uncared for. According to the Peters-McCready programme the harbor front at the North End is to be allowed to fill up with mud and sawdust as has been the case for the past twenty years, and that part of the city is to be deprived of shipping privileges. The mental calibre of McCready may be judged from this sample of asininity.

It will be interesting to watch the attitude of the Globe this evening towards McCready in regard to the Harbor Commission meeting at the North End. Mr. Ellis looks upon McCready with contempt and never admits his name to the columns of the Globe. Yet it will be difficult for the Globe to ignore him entirely to-day if the meeting at the North End is reported in its columns at all.

Answers Wanted.

TO THE EDITOR OF THE GAZETTE.

Sir:—Under the heading "Quebec under Harbor Commission" in the Daily Telegraph of this morning appears the following.

"In 1877 the liabilities of the Commission were $874,048. In 1886 the liabilities had increased to $3,518,687 or more than fourfold what they were nine years before, while the revenues had fallen off by $38,612."

Now, sir, I would like the Telegraph to answer the following questions:

1st. Did the Commission advance the rates in order to meet the deficiencies, or did the Government foot them up?

2nd. If the falling off was due to natural causes and the Government made good the deficit was it not a good thing for Quebec?

3rd. If a commission would expend say $400,000 on St. John harbor and the Government pay whatever deficiency might be produced by insufficient revenue, as in the case of Quebec, would it not be a good thing for St. John?

4th. If the commission did not advance the rates in Quebec harbor to make up the deficit, have we any right or good reason to suppose a commission would advance the rates for a like purpose in Saint John harbor?

5th. Will the Telegraph tell us who paid the falling off in Quebec of $38,612?

Yours

A Voter.

Saint John Sept 6 1889.

T. W. R. Of Newfoundland.

No matter if we rest where all is quiet,
Birds singing round us, flowers about us spread,
Or if, above the waves of Ocean rise,
And tempests gather, with their portents dread;
One day the Sea shall liberate its dead.—

One day, some day, at God's divine command,—
So why lament that thou art buried
Just off the storm lashed shores of Newfoundland?
Alike are storm and sunshine unto thee.
And till we meet are they alike to me.

Alike to me the morning and the night time,
Alike to me the rainbow and the rain;
For passed with thee away of life the bright time,
Whose flowers shall bud and blossom ne'er again.

Telegraphic Flashes.

Hon Judge Sicotte, a member of the Macdonald—Sicotte administration died at St. Hyacinthe, Quebec, yesterday.

Mrs. Maybrick, has been taken from the infirmary and is now in solitary confinement.

Steel workers in Wales demand an increase of ten per cent in wages. If not granted five thousand will go on strike

Prince Bismarck is suffering from inflamation of the veins.

The jurors is the Cronin case were secured yesterday.

Sir John Macdonald and Sir John Thompson returned to Ottawa yesterday.

A mountain slide at Teanguestengo, Mexico, has destroyed several houses and killed two persons.

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

ST. JOHN BOLT and NUT CO.

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

P. O. Box 454.

In Store and Landing.

1 Car Flour, Goderich,
1 „ do Star,
1 „ Oatmeal, Roller and Standard,
2 „ Oats,
1 „ Bran,
1 „ Heavy Feed.

A. SINCLAIR & CO.,
210 Union st.

"Never try to revive a dead issue."

The only Live Brands of Cigarettes in the market are the

"Athlete,"
"Derby,"
"Elite,"
—AND—
"Piccadilly."

NO BAITS! NO PRIZES!

QUALITY above everything else is our motto.

D. RITCHIE & CO.,
The Largest Cigarette Manufacturers in the Dominion.

DOORS 1½ in. thick, moulded – $1.50
" 1¼ " " " – 2.10
BALUSTERS per doz. – – 65
MANTELS, – – – – 2.00
SASHES, 12x24, – – – 50
These prices are for cash and cannot be charged.
A. CHRISTIE W. W. CO.,
Waterloo St.
P. S.—All our prices are reduced.

Bananas,
Cucumbers,
B. Berries,
Plums,
Tomatoes,
Pears,
G. Beans,
G. Peas.

SCOTT BROTHERS.

Goods sold on easy Weekly Payments.

Satisfaction Guaranteed.

F. A. JONES,
34 Dock St.

C. A. McQUEEN, M. D.
M. R. C. S., Eng.
Office, - - 44½ Coburg Street,
St. John, N. B.

North British and Mercantile Insurance Company.

Capital $10,000,000.

70 Prince Wm. street.

D. R. JACK, - - Agent

City Advertisement and Bill Posting Company,
Office 9 Canterbury street.

Bills posted, Circulars, Dodgers &c. distributed at lowest prices.
Orders may also be left at the National 22 Charlottestreet.

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

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

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

E. McLEOD,
JAS. G. TAYLOR,
D. McLELLAN,
Liquidators of the Maritime Bank of the Dominion of Canada.

St. John, N. B., 24th July, 1889.

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.

CAUSEY & MAXWELL,
Masons and Builders.
Mason Work in all its Branches.
Slating and Cement Work a specialty

Boilers, Ranges, Mantels and Grates Set, of the most approved patterns.
JOBBING EXECUTED NEATLY AND PROMPTLY
Order Slate at A. G. Bowes & Co., Canterbury Street.
W. CAUSEY, Mecklenburg St. ROBT. MAXWELL, Saint David St.

New Fall Clothing at Auction Prices.

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

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

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

51 Charlotte St.
T. YOUNGCLAUS,
Proprietor.

Receiving by Boat, Tuesday, Thursday and Saturday,
PEACHES,
PEARS,
BANANAS,
WATERMELONS &c.
TAYLOR & DOCKRILL

$3.50, $3.50, $3.50,
will buy a Ladies New Style, Cloth Surface, Rubber Cloak.
This quality just opened.

ESTEY, ALLWOOD & CO.,
68 Prince Wm. St.

A Complete Stock of Ferris' Celebrated Good Sense Corset Waists FOR Ladies, Young Ladies and Children.
Chas. K. Cameron & Co.,
77 King street.

SPECIAL

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

BOOTS and SHOES.

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

THE NATIONAL.
—IS—
THE BEST PLACE IN TOWN,
Charlotte St.
The Best Dinner,
The Best Lunch,
The Best Cigar.
If you want a good dinner and afterwards smoke a really good cigar, call at the NATIONAL between 12 and 2 o'clock.
Meals served at all hours. Cigars and Tobaccos the very best. Billiards and Pool.
The National, Charlotte st.

Removed to No 33 Charlotte Street, *Parlors Building.*
Will open in good shape on SATURDAY in our New Stand with a full line of latest importations of
PURE TEAS and COFFEES.
N. B.—Look out for the grand opening night.
C. L. & C. TEA CO.,
Charlotte Street.

NEW DRY GOODS STORE,
East End City.
Waterloo, near Union St.
Until further notice, all summer goods positively at half price. Consisting
—OF—
Dress Materials, Prints, Curtain Muslins, Nets, Sun Shades, Handkerchiefs, Hosiery, Gloves, &c., &c.
T. PATTON & CO.

EDGECOMBE,
THE TAILOR.
Fashionable Suitings.
Trinity Block, King St.

MINARD'S "KING OF PAIN." LINIMENT
CURES PAINS—External and Internal.
RELIEVES Swellings, Contractions of the Muscles, Stiffness of the Joints, Sprains, Strains.
HEALS Bruises, Scalds, Burns, Cuts, Cracks and Scratches.
BEST STABLE REMEDY IN THE WORLD.
CURES Rheumatism, Neuralgia, Hoarseness, Sore Throat, Croup, Diphtheria, and all kindred afflictions.
LARGE BOTTLES!
POWERFUL REMEDY!
MOST ECONOMICAL!
AS IT COSTS BUT
25 CENTS.
Druggists and Dealers pronounce it the best healing medicine they have.
BEWARE OF IMITATIONS,
of which there are several in the market.
The genuine only prepared by and bearing the NAME OF
C. C. RICHARDS & CO.,
YARMOUTH, N. S.

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 Trad
and will be added to from time to time with the Latest Incoming Novelties.

DR. A. F. EMERY,
—OFFICE—
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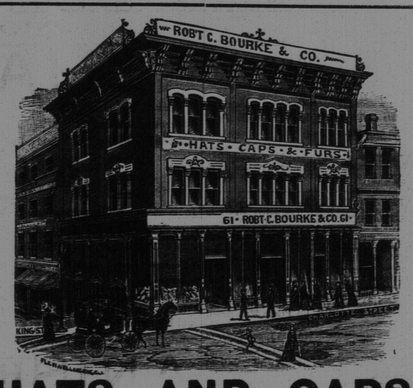
Formerly Dr. A. Alward's Office.)
SAINT JOHN, N. B.

OAK HALL.

White Dressed Shirts, 50c,
Unlaundred Shirts 40c.
GENTLEMEN'S FURNISHINGS.
We will put on our counters, for Saturday and Monday, the balance of our Gentlemen's Furnishings at less than
HALF PRICE.
SCOVIL, FRASER & CO.,
Corner King and Germain street.

AT THE
COMMERCIAL BUILDINGS,
we are clearing out one of the
BEST STOCKS
—OF—
GENERAL DRY GOODS
that has ever been sold in this city. The greatest part of this stock was contracted for this
FALL'S TRADE,
and the goods are now coming forward and placed in stock and the whole are offered at such low prices for cash that there can be no doubt but persons who want to buy for cash can save money, as there is no humbug about the business, as it must be wound up as soon as the stock is sold; the store and premises is now to let for a term of five years; apply on the premises.

J. W. MONTGOMERY.
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.

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