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POOR DOCUMENT

THE EVENING GAZETTE

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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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., SATURDAY, NOV. 21, 1891.

THE WINTER PORT QUESTION.

The government might as well understand first as last, that the people of the maritime provinces will not submit to have mail steamers subsidized which make their terminus at a foreign port such as Portland. If it once was clearly understood that the maritime provinces were cut off from any participation in the trade of Canada, the government would soon see the beginning of an agitation for the repeal of the union which binds the provinces together. Such an agitation might be hopeless, and it might be ill advised, but it would not be more ill advised than the policy which builds up a foreign port at the expense of our own. We do not believe that the gentlemen who comprise the present government of Canada are fully alive to the state of feeling that exists in the maritime provinces with respect to this subject. It may appear that we are very unreasonable in demanding that the government should subsidize steamships running to Canadian ports when Portland is so much nearer Montreal. It may be that our demands are un-businesslike. Still if the concerns of Canada had all been treated in that way from the first, we would never have had the Intercolonial, we would never have had the C. P. R and we would have constructed our connecting lines to the West through foreign territory, and not through our own. This is a matter in which patriotism as well as business is involved, and unless the government are prepared to see the dominion weakened by the dissatisfaction of the maritime provinces, they must make proper arrangements not only for the bringing of the mail business of Canada to Canadian ports but the freight business as well. It appears that at the conference which was held at Montreal the other day, in regard to the mail service both the Grand Trunk and the Allan Line representatives showed great hostility both to St. John and Halifax, to the latter because of the distance the freight had be to be hauled to reach Montreal, and to St. John because of their deep rooted prejudices against this port. To show the extent of the misrepresentation to which this port has been exposed, it is only necessary to cite the case of Mr. Andrew Allan, manager of the Allan Line, at Montreal. He objected to St. John in consequence of the great rise and fall of the tides here, which as he said would necessitate steamships lying aground. This person who has been in the steamship business for upwards of 40 years, was so grossly ignorant as not to be aware that the largest of the Allan liners could enter the harbor of St. John at low water, and lie with perfect comfort with plenty of water under her keel. It was hardly worth while for our representatives to go 500 miles to talk business to men so grossly ignorant and so ridiculously prejudiced as Mr. Andrew Allan. We look upon the present time as one when it has become necessary for the people of St. John to speak out in no uncertain manner. We have been fed on false hopes and false promises long enough, and we now hope to see some substantial results, wherever the mail service may go. Should a fast line be established the terminus is perhaps to us a matter of indifference,—the best port may be that nearest to Europe, and neither Halifax nor St. John can claim to be that port. But for the freight business we claim that it properly belongs to St. John, and that any arrangement involving the subsidizing of steamships which have their terminus at a foreign port should be promptly resented by the citizens of this place. One thing too ought to be distinctly understood, that the people of St. John do not propose to submit to have freight carried over the Intercolonial at a dead loss, in order that Halifax may be built up at the expense of this port. It is well known that this has been done in times past, but there is no excuse for such a condition of affairs now, since the Short Line is completed. The case which we cited yesterday, where the Intercolonial was carrying hay from St. John to Halifax at a loss of $10.60 on every carload, is one which ought to receive the attention of the Board of Trade immediately.

THE UNIVERSITY.

The Telegraph agrees with the GAZETTE, in thinking that the university of New Brunswick needs more money to enable it to do its work properly. It states that the salaries paid are in some instances quite inadequate, and that where it is necessary to procure a new professor, or to retain a valued man on the teacher staff, the money limitation presents itself in a unmistakable fashion. The present staff of professors and the pay received by each, are, we understand, as follows:—

Thomas Harrison, M. A. L. L. D., Professor of mathematics. $2,000, a year and a free house, in addition to $600 a year from the Dominion government for the meterological service.

Loring W. Bailey, M. A., P. H. D., F. R. S. C., Professor of chemistry and natural science, $1600 a year.

Henry Leabury Bridges, M. A., P. H. D., professor of classical literature and history, $1400 a year, and a free house.

William Frederick Stockley, M. A. Professor of English and French, $1400 a year and free rooms in the college building.

A. W. Duff, M. A. Professor of physics, $1400 a year and free rooms in the college building.

W. C. Murray, M. A., professor of political economy, and philosophy, $1000.

Mr. Hatt, M. A., professor of civil engineering, $1000 a year.

It will be observed that these salaries paid by the college make up a total of $9,800 a year. It is understood that the entire income of the college amounts to something like $12,500 a year. It is probable that an addition of $3,000 to the annual revenue of the college, would enable it to be placed in a satisfactory position. As regards the educational system of this province, the salaries given above are certainly not large, yet considering the cheapness of living in Fredericton and the [illegible] of the work that the professors [illegible] have to do, they cannot be regarded [illegible] as altogether inadequate. It is to be hoped that the government [illegible] be able to devise some way of endowing the college with larger revenues. When the normal school building was required to be erected in Fredericton, the money was found, although the treasury before that was said to be empty. Perhaps some similar achievement for the benefit of the the university may be accomplished at the coming session of the legislature.

NOTE AND COMMENT.

The proposal to settle Scotch crofters in Canada, is one which ought to have good results, provided the Crofters are placed in a position to go to work with advantage when they arrive in the country. The Northwest presents an unlimited field for such immigrants, and industrious men from Scotland who have settled there have done well.

The Boston Journal declares that unrestricted reciprocity as outlined by Mr. Laurier, means annexation. That is what the GAZETTE has always maintained, and what it has been abused by Liberal newspapers for maintaining. It is gratifying to see that the fact is recognized by an intelligent American newspaper, that unrestricted reciprocity means a political union between Canada and the United States.

The Supreme Court at Leipzic has decided that the act of remaining seated while the Emperor's health is being drunk is an act of high treason. Such a decision would be regarded as arbitrary to the extreme in any English speaking country, and we are led by it to reflect upon the liberty bordering on license, which prevails in Canada. Liberty of thought and speech, under certain restrictions, is one of man's inalienable rights, but when that liberty gives place to license, and threatens the peace of communities and the permanence of the states, it is by the hand of liberty itself that it should be suppressed.

While every one sympathizes with the proprietors of the Bolt and Nut works in the destruction of their property by fire last night, it is pleasant to know that this important industry will suffer only a temporary discontinuance, it having been decided that the work of rebuilding shall be proceeded with at once. The works were the largest of the kind in Canada, and furnished employment to a large number of skilled workmen. Of late the business has been much more remunerative than formerly, and the future prospects of the concern were most encouraging. It is pleasant to know that the directors are not the men to be cast down by last night's check upon their operations.

Provincial Points.

An orphan girl, aged 13 years, was so severely burned in Woodstock yesterday by her clothes taking fire that she died last evening.

The Chatham Electric Co., asks for incorporation with a captital of $20,000 and the Miramichi Telephone Co., with a capital of $10.000

Lizzie Perley, daughter of Hon. W. E. Perley, is dangerously ill of fever in Boston. Her sister, Mrs. Harry Miles, has been summoned to her assistance by telegraph.

Postmaster Glendenning of Harvey has great confidence in the coal mines at that place, which he is developing, and believes that they will develop an unlimited quantity of superior coal.

Geo. I. Gunter of Fredericton received word yesterday morning that his brother Charles, who is working in Missoula, Mont., met with a serious accident on Tuesday last and that he has been very much disfigured.

A Fredericton despatch says:—The oat market is taking quite a jump, 35 cts per bushel being the wholesale price here now. Parties are going through the county buying them up and shipping them to the United States.

Mrs. Sjostadt and her daughter, Miss Lottie, left on Wednesday to visit friends at Fredericton and St. John, and thence to proceed to join her husband at New Glasgow, N. S., where their present residence will be.—Woodstock Sentinel.

Conductor Welling of the Lowell & Maine Railway, is seriously if not fatally injured by being struck on the head by a bridge which his train was passing. He is a native of Shediac and was for years a brakeman and conductor on the I. C. R.

Mrs. Cluston, a widow lady recently moved from Miramichi; N. B., to East Bucksport, Me. One day last week, she saw a deer in the field and going to a neighbor's house borrowed his gun, loaded it, and fired at the deer, bringing him down the first shot. Now she and her friends are eating venison.

Mr. Michael Carroll at present and for the past 78 years a resident of Buctouche and now aged 104 years, met with a painful accident on Monday. Returning from his daughter's, some four miles from Buctouche, he slipped and fell, breaking his arm. Under the treatment of Dr. King the old gentleman is doing remarkably well.

The accommodation train north this morning had in its make up seven freight cars for the Temiscouata railway. The cars were frost proof and of the Kimball patent pattern and were nicely painted, the color being blue. They were made at the works of J. Harris & Co., St. John, and were much admired while at the station here.—Moncton Transcript.

Abram Bigelow, of Kingsport, who has one of the best upland farms in Cornwallis, raised this season 65 bushels of oats from 190 square rods of land on which two bushels and three pecks of seed had been sown. The land only received a light top-dressing of soft wood ashes and the seed was plowed in. The oats raised were considerably over the standard in weight.—Kentville Chronicle.

George Enoch Lantz, son of Silas Lantz, of Conquerall Bank, aged 10 years and 10 months, was drowned on the afternoon of the 12th, while engaged in fishing, by falling into the mill pond near his father's residence, just in front of the mill flume. No assistance being at hand except two little children (brother and sister) before any aid could reach him he sank, and when his body was recovered life was extinct.—Halifax Herald.

A year or so ago a man in River du Loup started a new hotel. Among his first arrivals was a gentleman from Ottawa. The hotel man asked the Ottawa gentleman when leaving if he would write something in the register about how he liked the hotel. This is what he wrote:

I came here for change and rest. The help got change; the hotel, the rest.

JOHN A. MACDONALD.

The Uses of an Exchange.

TO THE EDITOR OF THE GAZETTE:—

A stranger in your city, I was much interested in examining the beautiful room in the Pugsley building, which was so recently opened as an Exchange, and experience and observation in Boston, New York and elsewhere has convinced me that, at last, this pleasant little city on the Bay of Fundy is to move forward in the right direction commercially.

Unity is what is wanted in St. John to secure progress, and how better can unity be encouraged than by daily meetings of the merchants and others in some central pleasant room? Such meetings are alluded to by Shakespeare, where he makes the merchants of Venice resort to the Rialto for purposes of trade and commerce. New I submit it to the good people of this city is "Chubb's Corner" a Rialto? certainly not; any more than St. John is a Venice, and, although for six months in the year perhaps that long famous corner is inhabitable, even on some days pleasant, for the rest of the time the place is unsuited and unsuitable for public meetings of merchants and others. If this new enterprise is properly supported and it will be to the everlasting disgrace of our mercantile, and manufacturing community if it is not so supported—additional attractions, doubtless, will be added to the room—auction sales, real estate, stocks and bonds could readily and comfortably be carried on in the large room of the Exchange, and for an hour, say, once or twice a week, the general public could be admitted to such sales.

Quite within the legitemate province of such an exchange would be frequent and accurate market reports from New York, Chicago etc., and this not to transform the exchange into a "bucket shop," but that all who are interested in the markets of the world may be accurately, promptly and cheaply informed. In the past the merchants of St. John acquired wealth and good repute in every city where St. John ships sailed. It is to be hoped the present generation have not lost the ambition to equal their ancestors when every place is improving on it honored past.

It gave the writer much pleasure to see the large number of subscribers (about 200) already down upon the list—and they too representing all classes and callings of the community—but interest must be kept up in such an enterprise and that lies wholly with the members themselves.

May the argosies of St. John, like those of ancient Venice, whiten with their sails every sea and the future of this beautiful city be as far ahead of its past as the greatest optimist could hope for is the wish of

TRAVELLER.

St John, Nov. 20th., 1891.

James P. Conroy Writes of His Arrest.

TO THE EDITOR OF THE GAZETTE.

SIR:—In regard to my arrest in the I. C. R. depot I beg to say; my arrest was not altogether caused of drink:—spite was the principal cause. Some time ago I was one of the persons who reported Officer John Collins to Moncton and Ottawa, and also reported gateman Stevens to Mr. Wetmore for cruelty to a poor old man assisted in the I. C. R. depot and placed in the so called lock-up. Now this was the most brutal thing I ever saw done to a human being, and I have travelled eleven years on the trains, but it is not a rare thing to see in the I. C. R. depot. It's quite a common thing to see poor old men and women, and unfortunate squaws illtreated. Should gateman Stevens want witnesses to this he can ask the public at large, or come to me, or to Mr. Wetmore; who has day and date for some of his cruel and brutal work. An item appeared in a paper the night of my arrest—that I set the lock up on fire; let me here state the amount of the fire. When I got tired of waiting I laid down to rest and on waking I found my hat gone. I lighted a match but it was too short to see by, so I took a piece of a morning paper and lighted it and found my hat, and put the paper out; that is all the fire there was in the cell. Now it is a shame that people connot come to St. John and leave the depot, without, being insulted. I have heard passengers ask time and again, why do they keep a man like this in the station? not only second class passengers but pullman passengers. We of St. John protest against such treatment and we do not want to put all our parcels on the station floor to get our tickets out; we want to walk right on board as on all other railroads and place our valiees and parcels on the seat and then wait till the conductor comes around, when we will have ease and comfort in getting our tickets out.

A popular contractor of Salisbury will inform any person *who does not know*, the treatment he received from gate-man Stevens on his return trip from the United States. Just think of a poor innocent fellow from Cape Breton, hustled from the gate for not knowing the rules, instead of kindly informing him that it was against the rules to pass through without showing a ticket (unless you are a friend.) how this sort of thing must be stopped and the quicker the better. Why are people afraid of their own railroad? If they cannot speak and cast off employes and rules that are disagreeable to themselves and strangers, most of us ought to go away to some other country and find new friends and homes.

Respectfully., JAMES P. CONROY.

Caples Again.

TO THE EDITOR OF THE GAZETTE:

Conceding that McNeill was shot without justification, the following conclusions are inevitable:—

There would have been no shooting had not Caples been alone on the Lower Cove beat; he was there alone by Chief Clark's directions, therefore Chief Clark is responsible.

Had he been directed how and when to use his revolver there would have been no shooting; he was not so directed; therefore Chief Clark is responsible.

Had Caples been a man of sound judgment and courage there would have been no shooting; he was placed on the force by Chief Clark and therefore Chief Clark is responsible.

It appears, always considering that the shooting was unjustifiable, that Chief Clark, in putting Caples on the force committed three mistakes as above. It is a "military precept," that a mistake is a crime; therefore Chief Clark is responsible for the shooting.

TRIX.

The Exchange Telegraph company has advices from Rio de Janeiro, which says that the condition of affairs throughout Brazil is rapidly growing more critical. Everywhere discontent and disaffection with the present regime are becoming more pronounced. The political condition of the country is described as closely bordering on anarchy. It is believed that Rio Grande do Sul will maintain its independence.

SPIRIT OF THE TIMES.

Echoes.

There is some good material in the Y. M. C. A. out of which full fledged athletes will be developed.

It is a peculiar fact that the Unions seldom enter the sports of the Y. M. C. A. or Beavers. Only for the two latter clubs the former's sports would not have amounted to much.

A person who has some knowledge of 'walking' should be chosen as judge in the next sports.

Who was the young man that, the day before the Beaver's display in M. R. & A's window tendered his resignation to the Y. M. C. A.'s and joined the Beavers? His medals were given a prominent position in the display doubtless to his entire satisfaction.

The Y. M. C. A's take much pride in the pursuit, why shouldn't they?

Athletes while running in a race should never look behind. It might be the cause of their losing the race.

It is stated that Cameron the Toronto athlete employed by W. T. Gard can take a high jump of 4ft 9 in., on the stand.

A report is in circulation that the Shamrocks are after Baxter. Is it a fact?

Hugh J. McCormick will make an attempt this winter to regain the championship. His many friends in this city and elsewhere wish him success.

The Shamrocks are practising almost daily at foot ball and some interesting games will doubtless take place before the end of the season.

The GAZETTE is informed that the medals of the Y. M. C. A. for theirsports were more expensive than those of either the Unions or Beavers.

The Y. M. C. A's, have now a rule that persons who wish to visit the gymnasium and who do not belong to the association must secure a pass from the secretary. This is right and will have a tendency to keep the street urchins out as mentioned in the GAZETTE on Saturday last.

Among the Shipping.

Schooner Vado, Keast, from St. John to Boston, has been towed into Port Clyde, Me., full of water. She was ashore and has lost her rudder. Her bottom is badly damaged. Part of her deckload was thrown overboard. The Vado is owned by James S. Robinson and others. She is insured, as is also her cargo, which was shipped by V. S. White.

Schooner Silver Wave, Capt. Walsh, from St. John for Newport, with a cargo of laths and shingles, has been ashore and put into Rockland full of water. She is owned by Geo. R. McDonough of St. Martins and others and is insured. Her cargo was shipped by Miller and Woodman. John E. Ewing, underwriters agent has gone to Rockland to look after her.

CHATHAM, Mass., Nov. 20.— Schooner Abbie H. Hodgdon will probably be a total loss on Shovelful shoal. She leaks badly. The crew were landed at the life saving station to-night.

A dispatch from Havre announces the arrival there of the ship Shenandoah, the first of the great ocean racers which left San Francisco Aug. 1. The four competitors were all grain laden, and left San Francisco on the same day for Havre.

The Shenandoah's time is 110 days. She is the largest wooden sailing ship afloat, being 3408 gross tonnage.

CHARTERS. Schrs. Gleaner, Boston to Bridgewater, gen. cargo, thence to Ponce. P. R. lumber 1550 and port charges, Minnie Louise, Fernandina to Barbadoes, phosphate, $3.00 per ton, and lighterage. American bark A. C. Bean, has been chartered to load deals here for E. C. I. or W. C. E. at 50s.

Sch. M. A. Nutter lumber from Brunswick, Ga., to Mayaguez at $6.50 and port charges.

Malto Peptonized Porter.

There are no discoveries which are more welcome to humanity, than those which remedy troubles connected with the nervous system and the stomach. As the latter organ is the seat of all nourishment for the body, it follows tha when it is deranged, or out of order, the human frame must seriously suffer. There are no diseases which are more difficult to cure than those which pertain to the stomach, and none which cause more human suffering, although perhaps they are not so immediately fatal in their results. The discovery of Malto Peptonized Porter is likely to make a great deal of change in the treatment of diseases of this nature. Instead of attempting to build up the system by giving medicine which contains no nourishment, the Malto Peptonized Porter nourishes the stomach, stimulates its weakness, and makes it capable of the proper digestion of food. The Malto Peptonized Porter has never in any instance been found to injure the weakest stomach, nor is it rejected even by persons who cannot take any other kind of nourishment. Atl the medical profession who have tried it pronounce it excellent for those who suffer from complaints connected with the stomach. The proprietors of the Malto Peptonized Porter, of Truro, have hundreds of testimonials, many of them from medical men in this city, who pronounce it an admirable remedy. The names of some of those who have already been mentioned. It may be said that it has been prescribed by Dr. P. R. Inches; Dr. Foster McFarlane; Dr. Holden; Dr. Emery; Dr. Simonds; Dr. Geo. Hetherington; Dr. R. Harrison and many others who could be mentioned. Their testimony ought to be sufficient to induce all to give it a trial, who require such a remedy.

Flashes.

Dun & Russell report 33 Canadian failures the last seven days; there were 27 the corresponding week last year. Bradstreets reports 43 failures this week, and 38 this week last year.

The pope has appointed the bishop of Chicoutimi, province Quebec, Canada, to be coadjutor archbishop of Quebec, with the right of succession to the archbishopric. The vicar general of Quebec, it is expected, will succeed to the bishopric of Chicoutimi.

Geo. W. Pollard, Albert E. Leckey, and Guy C. Mays, of Lowelltown, Me., were bound over in $500 for trial in the U. S. district court at Portland, by U. S. Commissioner Hamlin, charged with stealing liquor from bonded cars going from Montreal to St. John. They did not secure bail.

Harry H. Hutchinson, a Canadian, was arrested at Macon's hotel, Chicago, charged with smuggling opium into the United States. Hutchinson's trunk was seized. Securely packed in the bottom were 10 half pound packages of smoking opium. It is believed the opium was part of a large amount smuggled from Vancouver.

Lord Lothian, Hon. David Robert Plunkett, Sir Charles Tupper, Sir James King, Sir Robert William Cochran Patrick, and a number of others, including Mr. Skinner, director of the Northwest land company, have been appointed a commission to form colonies in Canada, composed of Scotch crofters and inhabitants of congested districts in Ireland, using a fund already provided for that purpose.

The Montreal Star's London cable says: Much surprise has been caused by the published statement that arrangements will be completed within a few days between C. Furness, head of the Furness line, and the Canadian government for an express mail service between a port in the English channel and Canada, making the journey in five days. Those most likely to know say it is almost impossible that any arrangement with Mr. Furness can be so near completion. The reluctance of the holders of the contract to take up the government offer for a service equal to the Teutonic has led other parties with influential backing to carefully consider the scheme. They are now seeking a personal conference with the government, which may result in the desired service. Mr. Furness, however, was not known as concerned in the movement and it is not supposed the government would carry on the discussion with him so far while also encouraging these other proposals.

ESTEY'S EMULSION
PURE COD LIVER OIL
IS THE BEST
PHYSICIANS SAY SO.

ESTEY'S EMULSION
Palatable as Milk. Sold everywhere.

STOP

Making a slave of yourself. Try our way of washing; Let us do it for you. Try it once as winter comes on. We're making a special effort at family washing for cold weather, at

UNGAR'S.

AMUSEMENTS.

NEW Opera House.

"Cead Mille Faltha."

SPECIAL ATTRACTION

Triumphant Return of the Universal Favorite, the eminent Irish Comedian,

J. S. MURPHY

Three Nights,

COMMENCING

Monday, Nov. 23rd,

Presenting for the first time in this city his new, grand, romantic 4-act Irish comedy,

BOUCHAL-BAWN.

Marvelous, Brilliant, Intense and Realistic in plot and theme, a Gem of Dramatic Art, Unsurpassed and Peerless. A charming story of heart and home in the

EMERALD ISLE.

Brimfull of the most exquisite sentiment, and bubbling over with laughter, provoking humor and merriment.

A Superior Company of merit and ability. Delightful Singing and Dancing.

PRICES: 25, 35, 50 and 75 Cents.

Seats on sale at Murphy's Music Store.

Coming!
Coming!!
Coming!!!

Fisk Jubilee

SINGERS,

UNDER AUSPICES

ST. JOHN Y. M. C. A.

Once more, after an absence of several years, THE GENUINE FISK JUBILEE SINGERS of Tennessee, will appear at the

NEW OPERA HOUSE,

ON

Thursday and Friday Evenings,

26th and 27th November.

Don't forget the dates. Hold yourself disengaged for three nights.

REPAIRED.

"Mackintoshes" and Rubber Clothing, Boots and Shoes and Rubber Goods of all kinds repaired. Rubber Soles attached to Leather Boots and Shoes; Wringer Rolls replaced. Special Rubber Goods made or imported to order.

ESTEY & CO.,

STANDARD RUBBER WAREROOMS,

68 Prince Wm. St.

LAMPS. LAMPS.

JUST OPENED A LARGE ASSORTMENT OF

CHEAP - LAMPS

at 20, 25, 30, 35, 40, 45 and 50 cents each.

AT

FRED BLACKADAR'S, - 166 Union St.

COAL VASES &c.

Fire Irons, Fire Brasses,
Coal Scuttles, Hearth Brushes,
Fire Iron Stands, Blower Stands,
Ash Sifters, Ash Barrels and House Furnishing Hardware of every description.

We have a large assortment of the above goods from the very cheapest to the best, at our usual low prices.

W. H. THORNE & Co.,

MARKET SQUARE.

REMEMBER

THAT

BOURKE & CO.,

32 KING STREET,

HAVE A NICE ASSORTMENT OF

Gents S. S. Seal Caps,
" Persian L. Caps,
" Fur Coats,
" Cloth Capes,
Ladies' Fur Boas,
" Shoulder Capes,
Ladies' Storm Collars,
Children's Fur Capes in Coney Chinchilla and Opposum.
Men's Sewed Kid Gloves,
Umbrellas, Trunks, Bags and Valises.

32 KING STREET.

SIMEON JONES,

BREWER.

BOTTLED ALE and PORTER.

GRAND CLEARANCE SALE.

A $10,000.00 stock to be sold at a Loss rather than Remove it to Our New Store.

Men's Very Heavy Tap Soled Bal Boots; for $1.00, the retail price is $1.40
" Fine Congress Boots for $1.00, they retail at $1.50;
" " Dress Bal " for $1.25, they retail at $1.80;
" Whole Stock Cow Hide Leg Boots for $1.85, they retail at $2.50;
" Very Best Hand Made Leg Boots, whole stock, for $2.75, they retail at $3.50;
" Leg Boots in Split, $1.25, $1.50 and $1.75;
Women's Fine Skating or Walking Boots for $1.30, they are worth $2.00
" Fine Dongola Button Boots for $1.35, would be cheap at $2.00;
" Very Strong Cowhide Boots for 55c., worth just 75c.;
" Very Fine Dongola Oxford Shoes with patent leather trimmings for $1.25, others sell them all the year round at $2.25;
" Slippers in Cloth, with leather bottoms, only 16c., worth 25c.;
Misses' Boots in Kid, Calf and Cowhide Boots, extraordinary value;
Children's Spring Heel and in every style known to the trade, at phenomenal prices; Infants Boots 25 cts up;
Men's Suits Clothing, marked $14.00, now for $7.00;
Boys' Suits Clothing, marked $8.00, now for $4.00;
Men's Silk Neckties in all the newest styles, 20c. up;
" Very Heavy All Wool Shirts, marked 75c., now 45c.;
" Cardigan Jackets 75c., 85c., 95c. to $1.50;
" P. E. Island All Wool Tweed Pants for $2.50, worth $4.00;
" American 1st Quality Rubbers only 50c.;
Women's American 1st Quality Rubbers 35c.;
P. E. Island Yarn in all shades for 50c. per lb.;
Men's 4 ply Linen Collars for 12c. each, they retail at 20c.;
Men's Celluloid Collars for 12c., others ask 25c. for them.

POPULAR 20TH CENTURY STORE, - - 12 Charlotte Street.

A SURPRISING CURE!

West End, St. John, May 9, 1891.

MR. CHARLES K. SHORT,

Dear Sir,—It is with pleasure I write you these few lines, in praise of your wonderful Dyspepsia medicine. I have been a sufferer of Dyspepsia the last 6 or 7 years, I used to suffer most 3 or 4 hours after eating pain would come and stay till I had eaten again. The last year or so the pains were so violent that they always left a soreness about the lungs. I thought my lungs were affected, the pains came regularly, always about 3 or 4 hours after eating, generally starting in the pit of the stomach and working up to the throat, very often ending in a severe attack of heart burn; I have used different kinds of medicines, but to no purpose, some of them would give me relief for a few hours, and seeing the "ad." about "Dyspepticure" concluded to give it a trial. I took a sample bottle and got such relief that I tried another. I used five small bottles which have cured me beyond a doubt. For any person troubled the same as I was, there is nothing will give relief as quickly as your "Dyspepticure," and if enough be taken according to directions, it will cure the worst cases of Dyspepsia. You can publish this if you wish and I shall be happy to answer any communications sent to my address.

CHARLES W. WARNOCK.

"DYSPEPTICURE"

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PREPARED BY

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