e Operation, Turn-Bar Iron.

and Others to be Added for Successful facturing.

Rolling Mills are ive operation. tive of the Sun visterday two furnaces crap, that was raprted into forged or bar mill, by which nverted into mern of different sizes, ork the last of this ded to run the furrning out the heavnd also stock bars ift will convert into bar !ron. Ship and hines will also be esterday, and when works will employ ng out ten to fifiron per day, acof the bars. Marsh road, it was smoke rising once dbrook mills, which varied and interest. present owners seat a bargain, and

the company are mes Wilkes, C. H. ilkes, W. H. Wilkes Mr. Quigley, who is had many years Coldbrook, having re under different erty. All the others more has charge partment, and two thers of the heating

men, with a thor-of the work. They

ost favorable aus

tzpatrick is the en y have made great he works. The big oplied with a new vlinder is being put new 14 feetx32 inch achinery has been roof of the mills ly repaired. The ot yet been started, w days. The works ipped with engines. rs, scales, etc., bels and a machine turning lathes. rtant improvement e. Heretofere the umped in the yerd, auled into the mill. shift the bar mill ng yesterday across th of the mill and e iron warehouse. in expense, besides under cover. There tional convenience The railway now alongside of large them. There are gement there will ears on both sides railway siding on has also been put

ry superior railway refully sorted, and al stock are to be of sorted materia

of the former plate e if needed. There rehouse and a ful s. Beside the mill f Norfolk fire sand, from New York. erefore, the Colddmirably equipped. lities for receiving and shipping the who will themwell as own the have had long exnly turn out a proquality, but should & Co. are selling

BY ITALY'S QUEEN.

gton Post.)

ly has just had piaced

lics in the Chapel of St.

otive offering in thanksof the king from the

st April. It is avmedaland as a pendant to it

by her majectsy after
mante on the king's life
ring is very curious. It
seem bottle which the
n her hands, and which
y the convulsive grasp
be useless.

A GIRL'S HAT.

borse, with the appearunfed for many a day,
sed among the banana
at Clark and Washington
yielded to the temptasew fall hat of a matines
unt to enter the Chicago
after knocking it off
it until it was ruined.
bly worth \$35. The girl ly worth \$35. The girl and a crowd quickly orts of the gallant were

NEST MAN. NEST MAN.
inform your readers, that if
y, I will mail, in a sealed letuine, homes, home cure, by
ally restored to health and
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es, night losses and weak
robbed and swindled by the
bfaith in mankind, but thank
itzorous and strong, and wish
ans of cure known to all sufto sell and want ne money,
in the universal brothachood.

BOSTON LETTER.

General Committee Organized to Help Windsor Sufferers.

Former Residents of Maritime Provinces Who Figure in Criminal Cases.

(From Our Own Correspondent.)

BOSTON, Oct. 23.-For some unexplained reason former residents of the maritime provinces have figured in many criminal cases of late in end about this city. When there is any ation announced by the class of Boston papers that delight in printing columns of such matter, there is often a Nova Scotian, a New Brunswicker, or a farmer resident of the "garden of the gulf" mixed up it in some way, shape of form, It is not that lower province people are any worse than the thoroughbred yankee, for the former are generally a peaceable, law-abiding people, but during the past year or so, many provincialists seem to have been led astray by the wiles and temptations which constantly beset new comers in the Hub of the universe, and any other large American cities. A former St. John girl figures in one of the latest sensations here. Thursday Miss Annie J. Sinclair, who proclaimed herself a former resident of the New Brunswick metropolis, was arrested on a charge of receiving stolen goods to the value of \$3,300. A young man was arrested on a charge one cargo was lost during the storm, of stealing the goods from his em-ployers, and he has admitted turning them over to Miss Sinclair. Last nes M. Peck, formerly of New Brunswick, and Capt. Angus Scott, a native of Sydney, distinguished them-selves by committing suicide. In Providence Miss Ruth Phillips, a former Queens county girl, is under indict-n ent charged with child murder, and in the old town of Salem, Alfred C. Williams, a former resident of Sum-merside, is languishing in jail awaiting trial on a charge of murder, which was followed by robbery and arson.

The arrival of the crew of the chooner Oliver Pecker in a few days, will bring up another case in which provincialists are interested. Both the murdered captain and mate were the murdered captain and mate were Nova Scotians. Then in the Bram case, which is still pending, Nova Scotians figured very prominently. Many of the witnesses halted from the peninsular province, and Bram himself lived there for a time. A case wherein two former residents of St. John were charged with murderously assaulting a Boston liquor dealer, was recently disposed of here and one of disposed of here, and one of the men was given a long term in the state prison. The only man who has executed in this state within the been executed in this state within the past twenty years was a Nova Scotian—Angus Gilbert—and in one or two other murder cases in which former provincialists were the principals, within the past two or three years, an Albert county man was charged with killing his father-in-law, A former Sussex young lady is serving the Charley of the

thing of a wag, indicated that she should make use of an immense umbrella she had by bringing it down on the man's head. She naturally presumed that the conductor's authority was all-sufficient, and forthwith acted on his suggestion with native vigor. The man's hat was knocked down over his eyes and all but ruined, and the cigar was sent spinning galley west. When he got out of his hat he turned with not inexplicable ferocity upon his asseilant, but the squaw worley looked at him with aboriginal immobility of countenance and wouldn't understand either English or sign language, and while the other passengers were convuised with merriment he had to retreat to another oar. A former Sussex young lady is serving a term in the Sherborn reformatory for wholesale theft, and a former New Brunswick bookkeeper was recently arrested for a similar offence. Netwithstanding this formidable record, former provincialists as a rule are a peaceable, law-abiding class of citizens, and many of them have become leading residents in the localities in which they live. The great majority of those who have wandered from "the straight and narrow path" are those who, when at row path" are those who, when at home, were numbered in the class known as "ne'er-do-wells," and who were never content unless they were doing something bad.

is not as large as in previous years, the average yield is far ahead of that in this country. Canadian reports state that the farmers are experienc-

ing some trouble with rot, due to the

wet spring and summer. From the present outlook those that have sound potatoes will do well not to dis-

A general committee to help the cit-izens of Windsor has been organized

here, and it is ersected a respectable relief fund will be raised. B. F. Keith has tendered the free use of his theatre for a benefit in aid of the fire victims.

has given \$100 to the fund.

The St. Jean Baptiste Society of Biddeford, Me., have arranged to give a big banquet to Hon, Aram J. Pothier, the popular French-Canadian Bartemant, sovernor of Photo-

dian lightenant governor of Rhode Island. Most of the Maine towns largely populated by French-Canadians will take part in the event.

John W. Hague, an actor who once supported Edwin Booth, died here this week. He was a native of Hail-

fax. His right name was John H. Walker.
President D. H. Duncan of the Merchants' Bank of Halifax and Mrs.

Duncan were in the city recently on

their way home from a tour in On-tario and New York.

H. H. Mamilton of Pictou has joined

At one of the police courts last week a woman was charged with driving without a lamp. She stated that she had a lamp but had forgotten to put a candle in it. "Ah!" said the magistrate, "you're like the foolish virgin who forgot the oil." To which defendant replied: "I'm not a foolish virgin, I'm nuarried, with four children."—Tit-Bits. Reports from all sections of the eastern states announce that the po-tato crop is very light, and that in quality the crop is also deficient. Re-ports from the leading potato grow-

Mrs. Scrappe.—"My husband and I agreed the day we were married to have no quar-rels." Friend—"Have you lived up to it?" Mrs. Scrappe— "Well I have; but I don't think anything could keep John from being ugly at times."—Philadelphia North Ameriports from the leading potato growing states show the yield to be 177,-000,000 bushels, against 245,000,000 in 1896 and 286,000,000 in 1895. The potato market here is very firm, and indications point to steadily rising prices for some time to come. The rot and the blight are held responsible for nearly the entire shortage. Reports from Canada say that while the crop is not as large as in previous years.

Blomarck's name has been the subject of an elaborate investigation by a Dr. Lange, who concludes that it is a contraction of Bischofsmark.

HER INTERESTING STORY. A well-known Brighton lady tells what she thinks regarding Heart Trouble, and how to cure it.

Mrs. Stephen P. Clapp tells what Mil-burn's Heart and Nerve Pills did for her. Mrs. Clapp says, "I have been a sufferer from extreme nervousness for years, and for the last two years my heart has



troubled me greatly. I could not sleep soundly, and would often awaken with a start, together with a curious feeling as if my heart had stopped beating, and it would be some time before I could recover myself. At times I became very dizzy, and a mist gathered before my eyes. I have taken many kinds of patent medicines, but could get nothing to relieve me. Finally I received a box of Milburn's Heart and Nerve Pills, and am glad to say that they gave me relief in a very short time. I now sleep well, my nerves are steady and strong, and I am better in every way than I have been for years.

I can recommend Milburn's Heart and Nerve Pills very highly to those suffering from any trouble affecting the heart and nerves, for I know that they have been a great boon to me."

(Signed) Mes. Stephen P. Clapp, Brighton, Ont.

WEST SIDE WORKS

the National Master Bakers' Asso-ciation, which met here this week and discussed the bread question. Mrs. Russell Richards, formerly of

Shelburne, died at Blake Heights, N.

The following exports of flour.

Yarmouth, per steamer Prince Ed-

ward; 150 barrels flour, 228 barrels

per schooner Lavinie; 125 barrels corn

to Bear River, per schooner V. T. H.;

4.000 bags fertilizer, to Bridgetown,

per schooner Genius; 185 barrels flour

50 bags shorts, 30 bags corn, 105 bags

oats, to Yarmouth, per steamer Yar-

mouth; 150 barrels flour, 300 bags feed,

54 barrels rum, to Halifax and Char-

barrels meal, to Belleveau Cove, per schooner Bessie; 900 bushels corn, 100

bales cotton, 150 barrels flour, 410

sacks do., 257 bags oats, to Yarmouth,

per steamer Boston; 100 half barrets flour, 415 barrels do., 10 barrels pork,

to Halifax, per steamer Olivette; 150 barrels flour, 75 barrels commeal 10

bags corn, to Port Gilbert, per

A moderate business is what most

of the lumber dealers report this

week, with prices practically un-

changed. The stormy weather, which

usually affects the market for cargo lumber, has had no effect this season,

as very few cargoes were ordered.

but of course the accident had no

effect here. There is not much doubt

that lumber will go higher in this

market during the next few months

but only certain descriptions will be of much profit to Canadian shippers

for some time to come, owing to the

duty placed in the tariff, at the re-

quest of the Maine lumber combina

from Bangor and his brother jour-

nalist from the Androscoggin, the

reputed father of the Dingley bill

himself. The demand here is steady,

The Most Prominent are Fashi n bie.

a fashionable disease. There are very few individuals who have not at veri-

ous times experienced the miserable

feeling caused by defective digestion

No pen can describe the keen suffer-ing of the body, and the agony and arguish of mind endured by the dy-

speptic. Dr. La Londe, of 236 Pine

Ave., Montreal, says: "When I ever run across chronic cases of dyspepsia

Dyslegsia or indigestion has become

and, considering the season, as good

by the windy congressman

schooner Gazelle.

as expected.

ottetown, per steamer Hallifax; 100

to Lower Argyle and Tusket,

H., this week.

Have Cost the City Nearly \$600,000.

meal, etc., by water to the provinces were reported at the Chamber of Commerce this week: 750 barrels flour, 530 barrels cornmeal, to Baddeck, West Bay, etc., per schooner Katie; 2,500 bags fertilizer, to Wolfville, per schooner Onora; 200 bags oats, to Review of the History of the Various Steps Taken.

> Interesting Figures Connected With the City's Work as Its Own Contractor.

175 barrels flour, 400 sacks do., 250 bags oats, 550 bags mill feed, 150 barrels oatmeal, 5,000 feet lumber, to As the wharves at Sand Point ap-Annapolis, per schooner J. B. Martin; proach completion the citizens who take interest in the administration of public affairs naturally become somewhat anxious to learn whether or not the new departure in the civic economy has or has not been a successful venture. Little more than a year ago the Sun in a review of the situation pointed out that the question whether the city should be its own contractor was one admitting of a wide difference of opinion. It was then noticed that the city assumed by its action all the risks incident to a contractor's liability, and that about its only hope of coming out with a good showing lay in the free use of the government dredges. Even this assistance has proved insufficient, and the operations at Sand Point have resulted in an increase of civic debt much in excess of the necessary cost of the improve ments. That this statement will be disputed must be anticipated. It is therefore advisable to review the sit-

DEALING WITH THE C. P. R.

In the spring of 1896 the city council deemed it advisable that further wharf extension should be made. It was hoped that the C. P. R. might assist, and it was dexided to ask them to do so. At this time the city had the benefit of a covenant in the agreement transferring the Carleton branch to the C. P. R., which provided that that corporation should furnish such facilities as might be necessary for the increasing trade of the road at this port. Before the committee which was appointed went to Montreal it was strongly urged by some members that the committee should refrain from submitting any proposal to the railway, but should draw from the in trade might be expected and a description of the facilities and improvements required. This done, nothing seemed to be easier than on their re-turn to St. John, to advise the council to reply by calling on the C. P. R. themselves to provide the facilities which they should thus have demonrun across chronic cases of dyspepsia. I always prescribe Dr. Chase's Kidney-Liver Pills, and my patients generally have quick relief."

A sleeping car passenger on a train running into Portland, Or., strolled into the smoking car and took a seat just abead of a squaw. He was puffing vigorously at a cigar and the indian woman got more of the smoke than she liked. She protested in patients of the conductor, who, being something of a wag, indicated that she should make use of an immense umbrella she had do all the rest. They also presented the council with a valuable estimate

of cost, which was as follows: Wharf \$30,564

Two warehouses 70 x 320 11,515

Dredging 63,000 cubic yards at 30c. 18,900

Dridging 85,000 cubic yards at 50c. 42,500

Tracks 2,100

Cattle yards 2,590

\$108,169 It will be noticed that this estimate contemplated 148,000 yards of dredg-GETTING READY.

The council spent from their inau-guration in May until the middle of August principally in getting plans from the C. P. R. and rejecting those of the city engineer. It will always be remembered that the C. P. R. pro-posed plans for a wharf, the construction of which can best be comprehinded by imagining a hemiock wharf 28 feet high built upon the tops of the telegraph and telephone poles which adorn the streets of our city. Above the surface of the earth a same man would scarcely walk under such a structure. However, the council thought it was well to follow where the C. P. R. led, and the plan was a lopted. The company's engineer, Mr. Barber, raised the estimate of

dredging to 162,000 yards. ESTIMATES AND TENDERS. Tenders were called for the work required in two ways. The first was the building of the C. P. R. wharf, the second the construction of a wharf not unlike that which is now being completed. The lowest tenderer in the first plan was G. S. Mayes, who offered to do the work for \$124,500. In the second case he was again the lowest, his figures being \$192,500, while Massrs. Connolly would have done the work, practically that which is done today, for \$232,000. In addition, the second plan involved the deposit of the dredged material behind the wherves, a more expensive operation than towing it to sea. The council rejected all the tenders except that of Mr. Mayes because they were not low enough, and they rejected Mr. Mayes' offers for reasons that were never fully explained. Having disposed of all offers in this way, they decided to do the work themselves. They also got offers for dredging which were industrial to the contraction of the contr ependent of the construction of the wharf. These were: Commolly; \$96,000; Morris & Cummings Dredging Co., \$90,-1900; Mayes & Holt, \$89,500.

Bolts, blacksmith work, etc. 1,993 42 Roughly speaking, the city has con-..\$42,763 53 It is fair to say that part of the lumber supplied probably went into the warehouses. On the other hand, many liabilities contracted in 1896 were not, in the ordinary course of events, paid until 1897, so that the loss at first occasioned by the adop-tion of the C. P. R. plans may be put at very near the grant by the railway to the city.

THE PLAN THAT FAILED. The question which naturally arises is this: Should the council have approved of these plans? In their favor there was nothing but the name of the C. P. R. Such a wharf had never been built by the engineer who prepared the Such a wharf had never been built in any harbor with a rise and fall of tide equal to that of St. John. Every view of the case made against the plan. If the wharves gave way in the spiling portion, 28 feet of superstructure had to be removed to repair the mischief. This was no serious objection in Boston or New York where the slight rise and fall of tide made the superstructure consist of but a few feet of material. It was a vital objection in St. John. Yet the council which adopted this plan, sent upon its failure for engineers from in-land cities to give their opinions as to its stability while the piling was sticking out at an angle of 45 degrees from the sloping bank of mud. It would seem reasonable that the divergence between the C. P. R.'s estimate of dredging and that of the contrac tors would have affected the confidence of the civic board. The four contractors averaged 280,000 yards against Mr. Barber's 162,000. Their offers for dredging alone averaged about \$93,000. The Sun over a year ago published a calculation of the dredging which would be necessary, a calculation which has been amply sus-

tained by subsequent experience THE CHANGE OF PROGRAMME. The city next returned to the coun sel of its hitherto discarded engineer, and though for a time no decision was reached, yet lately the work has been pushed most vigorously and may now be said to be within reach of completion. When finished the will have, practically, the wharves at first recommended by the city engineer and tendered for as be-fore stated. What will the work have cost? Let the city accounts answer:

Piling and driving Lumber, timber supply, etc. Bolts, blacksmith work, etc. Dredging and towing\$94.312 10 The total expenditure to 15th Sept., 1897, was \$105,989.17. From this must be deducted the following items: 138 44 5,325 10 Leaving wharf expenditure to 15th Total to 22nd October, 1897\$234,277.19 maining 100,000 yards dredging now to be done by Bothfield and Freeport, estimated at \$42,000—say

... 42,000 00 Tctal\$276.277 19 This sum, which so far as is possible from the state of the city accounts, excludes warehouses, track construction, and, in short, all but wharfing and dredging, is certain to be under the mark. Compare these: .\$232,000 00 .. 276,277 19

THE DREDGING ESTIMATES. But this is not all. The dredging has been partially referred to and requires further explanation. The estimates, were: C. P. R., 1st, 148,000 yards, costing \$61,400; C. P. R., 2nd, 162,000 yards; contractors, averaging about 280,000 yards, at about \$92,000. These must be compared with the results as follows: In 1896.

173,000 473,000 94,600

378,400 The difference of about 90,000 yards above the contractors' estimates may fairly be charged to the abandonment of the first plan, as the new wharves are set in front of the space before dredged. This is a loss of at least \$30,000, which added to the \$42,763.53 be-\$30,000, which added to the \$42,763.55 before shown, makes a total of \$72,-763.53 chargeable to that blunder, part of which consists in money paid by the city and part in the waste of the government assistance given by the loan of dredges. Deducting the money expended on the C. P. R. plan of wharf, as estimated, from the total expenditure as estimated, we have \$233,513,66 as the cost of the present wharf, within a few thousand dollars and exclusive of the value of the government dredging, which is over 160,000 yards and worth about \$50,000. As there were tenders, one of \$192,500, and another of \$232,000 to do this work, and another of \$232,000 to do this work, without getting any assistance in dredging, it appears that the difference in money, as well as the government assistance in one case and in government assistance in the other has been lost by the city of St. John in an ill advised attempt to avoid the contract system and do the work itself. It is now abundantly clear that much money would have been saved. much money would have been saved by accepting the lowest tender. It is probable when the account is closed that the same will be true of the highest tender.

THE CITY'S OUTLAY. The land purchases, by arbitration and otherwise, for the purpose of Sand Point wharves under construc-tion, have amounted to \$38,763.07, including legal expenses. The total expenditure for all purposes since the account opened is pretty close to \$290,000. When the \$42,000 estimated dredging is added to this the total will be \$332,000 as representing the city's investment in this wharf.

winter port business about \$600,000

Estimated expenditure for present .. 832,000 \$595,000

of \$50,000 when the C. P. R. pay their promised grant.

The total funded debt of the city at the end of 1896 was \$3,092,548.86. When the present expenditure is funded the debt will be over \$3,400,000, so that over one-sixth of the city's debt will ap-

This amount is liable to a reduction

THE ABERDEENS.

west side of the harbor.

The Visit of the Vice-Regal Party to Dorchester and the Reception at Memramcoek.

DORCHESTER, Oct. 26.—The visit of the vice-regal party to the shiretown today drew a large crowd, estimated at two thousand. The town was handsomely decorated. Over the entrance of the court house was a banner bearing the words come, Aberdeen," and the interior of the building was beautifully festooned with flags and decorated with flowers. The distinguished visitors were welcomed at the station by Judges Hannington and Landry, Sheriff McQueen, members of the legislature and others, and escorted to the court square, where the children were marshalled. Little Miss Muriel Chapman and Master Allen Landry stepped to the front, and the former read an address and presented bouquet to Lady Aberdeen on behalf of the school children. The party then proceeded to the court house, where addresses were read in Eng-lish by Justice Hamington, and in French by Justice Landry, to which his excellency made an appropriate reply, expressing delight with the re-

The penitentiary was visited, and after lunucheon the party re-assem-bled in the court house, where a large number were presented to their excel-lencies, after which Lady Aberdeen delivered an address on the Victorian Order of Nurses scheme, followed on the same subject by Justice Hannington and Thos. May Campbell. At 3 o'clock the vice-regal party repaired to St. Joseph's College, where they were received by Rev. President Roy and the college faculty, being escorted to Me acrial hall. The being escorted to Me acrial hall. The assembled strients sang God Save the Queen and gave the college yel in honor of the visitors. Addresses in French and English were then read, to which Lord Aberleen replied, also speaking in both languages. Lady Aberdeen also spoke a few words. The reception at both Dorchester and the college was most enthusiastic. The vice-regal party reached Mometon.

BUCKLEY'S DEATH.

The Coroner's Jury Decides that It Was a Case of Suicide.

KENTVILLE, N. S., Oct. 26.— Contrary to expectations, the coron-er's jury in the case of Thomas J. Buckley, found dead with a bullet through his head, near Berwick, was not that of murder, but that "de-ceased committed suicide while in a temporary fit of insanity." The finding of a hatchet with a supposed spot of blood on the handle, in the porch adjoining the room where the body lay, created a sensation till it was onstrated by microscopic examination that the spat was of paint.

Willie and Johnnie set up a lemonade stand the other day, and a gentleman was their first patron. Willie's sign read: 'Four cents a glass." Johnny's modest announcement was: "Two cents a glass.' Being a man with an eye to the fact that a penny saved is a penny earned, the customer bought a glass of Johnny's lemonade, paid the two cents due and casually inquired: "Why is your's cheaper than your brothors?" "Cos mine is the lemonade that the puppy tell into."

"I have the levellest husband in the verld," said the blushing bride to her best girl friend. "He is just splendil," was the sweet response. "Of all the young men I was ever engaged to, I liked him best."

A Discreditable Trick.—"Sputter says he is not writing for fame; he is writing for posterity." "Well, all I have to say is that he is taking a mean advantage of posterity." Detroit Free Press.

"Bookkeepers seldem get a day off."
"That's so; their employers think they get
exercise enough running up and down their
columns of figures."—Chicago Record.

DR. CHASE'S OINTMENT

MR. THOS. DOLPHIN, TARA, ONT., says: "I had Itching Piles for about ten or twelve years, and tried everything I could hear or read of, and found that nothing did me any good. Mr. Hilburn, the druggist, gave me a sample box of Chase's Ointment, and from the first application I found relief, and was able to go to bed and sleep. I then purchased one box and that one cured me so that I have not been afflicted since, and that is over a year ago."

CURES PILES. 60 Cents a Box. By all dealers, or Edmanson, Bases & Co., Toronto, Ont.

NORTH END FIRE STATION

At three o'clock Saturday afternoon, the hour appointed for the laying of the corner stone of the new No. 5 fire station, hundreds had assembled on Main street immediately in front of the rew house, and from that time difficulty that either electric cars or teams could force their way through the crowd. It was a perfect day and the ceremony was most disteresting. The children, of whom there were many present, manifested fully as much interest in the proceedings as did the elder ones.

Everybody seemed delighted to find

the building so well advanced. A temporary platform had been erected near the place where the corner stone hung ready to be lowered into position. Ald. pear to have been incurred for the McGoldrick, the chairman of the safets department, with the other mem-bers of that board, their director, purpose of trade development on the Robt. Wisely, and the architect, R. C. John Dunn, was on hand to receive the mayor and other members of the council. When everything was in readiness Ald. McGoldrick invited the following gentlemen to the platform: Mayor Robertson, Deputy Mayor Robinson, Wa den Smith, Sheriff Sturdee, Aldermen Waring, McMulkin. McAr-thur, Tufts, Daniel, Purdy and Mill-idge, Rev. Geo. Steel, Recorder Skinner, Common Clerk Wardroper, J. H. McRobbie, chairman of the board of assessors, and High Constable Stockford. Among the prominent citizens who were present were: John A. Ches-ky, Harris Allan, W. A. Quinton and Edward Sears, all of them ex-members of the Common Council; N. C. Scott, W. C. R. Allan, F. J. Harding, J. V. Russell, J. Ruddock, T. M. Robinsen, W. H. Allen, F. L. Tufts. Chief of Police Clark.

DESCRIPTION OF THE NEW

BUILDING. The new fire station will be one of the handsomest as well as one of the most convenient houses of its kind to be found in Canada. It will be built of brick, with trimmings of granite and free stone. The main building will have a frontage of 45 feet, will extend back 53 feet 6 inches, and will be two stories high. The ell will be 32x34 feet, and will contain the accommodation for the horses, etc. A hose tower extending 24 feet above the roof of the main building will serve to add to the attractiveness of the station. The front of the building will consist of five hammered granite piers, and the arches over the three entrances will be of rock faced grante. The windows above the doors will have red freestone trimmings, and the commisses will be of corner with and the cornices will be of copper with

sign.

The station will contain not only the apparetus and accommodation for the permanent men of No. 5 company, but it will also hold the North End Salvage Corps cart. The quarters of the two corps will be as senarate and dis-tinot as if they were in different buildings. A partition will extend the whole length of the building, dividing the quarters of the one body from those of the other. The main flow will accommodate the hose reel and The vice-regal party reached Moncton fire engine of No. 5 company, and the Salvage Corps cart, with stables immediately in the rear. On the floor above there will be on the firemen's side of the partition a call room, 21x20 feet, for the use of the company, feet, for the use of the company, three Ledrooms for the permanent men and a bathroom and closet. The Salvage Corps will have an assembly room, 25x28 feet, with a small kitchen at the rear, a bedroom for the driver of the cart, and a bathroom and closet. The building will be heated by tot water and lighted by electricty and sas.

and gas.

The architect is Mr. Dunn, the builders, Sproul & Corbett, masonry work, Andrew Myles carpenter work, James McDade galvanizing work, Thos. Campbell plumbing and heating, Jun es Pullen painting.

J. H. MORRISON, M. D PRACTICE I IMITED TO

Eye, Ear, Nose and Throat. 168 Germain Street, St. John. HOURS-10 to 12, 2 to 5 Daily. Evenings-Mon., Wed. and Fri. 7.30 to 8.30

H. H. PICKETT, B. C L. Attorney and Barrister at Law. commissioner for Province of Nova Scotia BARNHILL'S BUILDING, St. John, N. B.

MONEY TO LOAN - \$15,000 DR. J. COLLIS BROWNE'S CHLORODYNE THE ILLUSTRATED LONDON NEWS, of Sept. 28, 1896, says: "If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should say CHLORODYNE. I never travel without it, and the general applicability to the relief of a large number of simple allments forms in best recommendation."

Dr. J. Collis Browne's Chlorodyne DIARRHEA, DYSENTERY, CHOLERA CAUTION. — Getuine Chlorodyne Every bottle of this well-known remedy for COUGHS, COLDS, ASTHMA BRONCHITIS, DIARRHOEA, etc.

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