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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. JOWES. Editor and Publisher

SUBSCRIPTIONS.

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ADVERTISING.

We insert short condensed advertisements under the heads of Lost, For Sale, To Let, Found and WANTS for 10 CENTS each insertion or 50 CENTS a week, payable ALWAYS IN ADVANCE.

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ST. JOHN, N. B., SATURDAY, OCT. 5, 1889.

THE POISONING CASE.

No event that has occurred in St. John for many years has excited as much horror and indignation in this community as the attempt to poison four ministers and their families by means of poisoned candy, an attempt which resulted in the loss of one valuable life. Some of the city papers are taking a great deal of pains to make comparisons between this case and the Galt poisoning case of a year ago, but no study of the Galt case, where candy was sent through the mails in similar fashion, will help the St. John case in the least. The Galt case is still a mystery, and the St. John case will remain so if those entrusted with the work of solving it allow their attention to be distracted by the study of another case which occurred a thousand miles from here. The St. John case must stand by itself, and although the mode of poisoning may have been suggested by the Galt case, the motive and all other essential elements of the case must be considered separate and apart, as the only means of furnishing a clue to what is now a mystery.

The first important feature of the case is the fact that the four persons here to whom the poisoned candy was addressed were clergyman, and Protestant clergymen. One was a Presbyterian, one a Methodist, one a Baptist, and the fourth an Episcopalian, so that no one denomination was singled out for attack. The fact that only clergymen and their families were thus menaced, would seem to show that the motive for their attempted murder was something they had done in their capacity as ministers or as members of some society or association in which they have been acting together. If it can be shown that these four men whose lives were thus attempted belong to any non-clerical organization and have been active in any work likely to raise up enemies, then the motive for the crime may be found in something they have done in such society or organization; but if they do not belong to any such non-clerical organization, then the motive must be found in something they have done as Protestant ministers.

It has been suggested that this murder must have been the work of a crank, but this view of the case is hardly tenable. Cranks are seldom murderers, by far the greatest proportion of the crimes of this character having for their motive revenge. Was revenge the motive in the present case? If so, revenge for what? Here are two questions to which the detective skill of the community must apply itself closely and seek a solution, which may lead to the detection of the guilty party.

There is a strong probibality that although the murder plot may be the conception of a single mind and the work of a single individual it may be known to more than the person mainly concerned in it. It so the chances of detection are largely increased and the handsome reward offered by the government may stimulate some now torpid conscience to make a disclosure of this mysterious crime. Let us hope that this may be the case. In the mean time let every one apply his best abilities to the detection of the author of this murder.

THE HURD PETERS PLAN.

What Mrs. Gamp called the "bragian boldness" of Bailey junior, is fairly matched by the stupid effrontery of the Telegraph in respect to harbor matters. The committee of the Board of Trade who prepared the report on the harbor which was discussed on Thursday would probably be somewhat surprised to learn from yesterday's Telegraph that their report was merely an extension of Mr. Hurd Peter's plan of harbor improvement. Says the Telegraph:—

It is particularly noticeable how one after another of the costly and insurmountable difficulties of the harbor question disappear in the light of facts and discussion. Three or four weeks ago dredging was an enormous bugbear. Then it was discovered that for a few thousands a dredge could be purchased and the needed work done at small cost. Now it is found that private enterprise is doing something to extend wharf accommodation, and that by a change of wharves for light draught steamers more deep water privileges will be at once available. It becomes now apparent that on the lines of Mr. Peters' report, as practically endorsed by the board of trade committee, all deep water and warehouse accomodation necessary to a greatly enlarged business for the port can be obtained at moderate cost.

Our readers will remember that Mr. Peters advocated a little dredging at the new pier, an extension of its face 335 feet to the north end of the Pettingill property and a $5,000 warehouse, the whole to cost $27,000. As an addition he proposed an expenditure of $20,000 to repair Reed's Point wharf, and an extention of that wharf southerly to a distance of 300 feet at a cost of $30,000 or $77,000 in all. This is the brilliant plan which the Telegraph says Messrs. J. De Wolf Spurr, John McMillan, Robert Cruikshank, and George Robertson copied and embodied in their report. The fact that they distinctly reported against any extension of Reed's Point wharf southward does not appear to the Telegraph to affect the soundness of its position, neither does the other fact that Mr. Peters makes no provision for a connecting railway nor for any purchase of private property, both of which are provided for by the committee's report strike that decaying journal as material to the question. The plan recommended by the committee, whether good or bad, is no more like the plan recommended by Hurd Peters than an elephant is like a donkey.

According to the Telegraph man all the difficulties of the harbor question have already disappeared. True it is that dredging was an enormous bugbear, but all this has been got rid of; the harbor is already dredged, the necessary wharves and warehouses are built, and St. John is ready to do the freight business of Canada. Thus the Telegraph prepares a Barmicede feast for its readers which they can neither see nor taste, but which it declares to have a real existence. The difficulty is that those who do not look through the Telegraph's spectacles see that nothing has been done to improve the harbor and that there does not seem to be much probability of anything being done.

THEY BRAGGED TOO SOON.

A few days ago all the American papers from Maine to California were engaged in vigorously boasting of the unparalleled speed attained by the new U. S. cruiser Baltimore which had, it was stated, made more than 20 knots an hour on her trial trip. This started the New York Sun and other Yankee newspapers into making elaborate calculations as to the effect of the Baltimore on the policy of Great Britain towards the United States. The Baltimore was, in the event of a war, to sweep British commerce from the seas, and even to defeat the big British ironclad Benbow with her 110 ton guns. Never was there a more beautiful castle in the air erected than that reared on the alleged performances of the Baltimore, but now it is all in ruins. A Boston Herald reporter, who has been awaiting an opportunity to blow an additional bugle blast of triumph, has been interviewing Engineer Melville at Washington and the dreadful truth comes out that the alleged performances of the Baltimore only existed in the imagination of some brilliant reporter. Engineer Melville said that the report of the engineers upon the first trial of the Baltimore had not been received at the Navy department and no one knew when it would be received. It had been sent to New York, and must be returned from there. Nobody had authority to say what it contained or did not contain. Secretary Tracy, he knew, had been extremely solicitous that the contents of this report should not be forshadowed, as he desired never to discourage a naval contractor anywhere, or even to run the risk of it. The suspicion among the older officers, however, has become general that the Baltimore has fallen short of the expectations of her builders. She went 20 2-10 knots, according to the report made in the excitement of the trial, which would indicate a speed of between 23 and 24 miles an hour. It was believed at the department at the time that these claims had been exaggerated. If the surmises of the critics turn out to be true it is not unlikely that the falling off of power, as registered by the indicators at the first trial, will show a speed of between 19 and 20 miles an hour merely. So much as to the speed of the Baltimore according to Engineer Melville. A speed of between 19 and 20 miles an hour would be a speed of between 16 and 17 knots so that the Baltimore instead of being one of the fastest modern cruisers, would be one of the slowest.

NOTE AND COMMENT

A correspondent of the Acadian Recorder has found one thing in St. John which he can freely praise, and which he thinks Halifax should imitate, our splendid market. Halifax has no market building worthy of the name, while St. John has one of the finest market buildings in America and will, probably, soon have another in the North End.

The law against the sale of poisons has never been properly enforced. An unknown person going to a druggist and asking for strychine would probably be refused, but if he asked for that deadly drug to use as fox poison he could buy enough of it to poison an entire parish. We presume this is a state of things that cannot be cured by legislation. Poisons are manufactured and poisons must be sold, under certain restrictions. Unfortunately the restrictions are not such as to prevent their use by those whose aim is murder.

There are said to be many Provincialists unemployed in Boston at the present time. Some of these people, lured by deceitful promises, have left good situations here, and now find themselves without employment in a foreign land. Many will return, sadder and wiser for their experience, and resolved to make the best of their opportunities in their own land. If young men in St. John worked as hard as they have to do in Boston and other American cities, they would do as well or better here than they do abroad.

The general committee have, it is understood, decided to recommend that the Common Clerk receive a salary of $2,000 and his deputy $1,100. When it was thought that Mr. Peters would be retained in the office of police magistrate it was said that, as the Common Clerk's duties were merely clerical, the salary should be reduced to $1,500 and that no deputy would be required It is singular in view of this that two officials with a united salary of $3,100 should now be thought necessary to do the work which it was then thought one man could do for $1,500.

It is not pleasant to reflect that the community contains people capable of poisoning whole families, and no doubt capable, if they have the courage of assassinating persons whom they do not like on the street. But the respectable inhabitants of St. John must make up their minds that this is the case and make preparations accordingly A man who would use poison to murder, would use the dagger, the bludgeon or the pistol, and men who are likely to be singled out for the vengence of the lawless should bear this fact in mind, and so regulate their movements as to give such miscreants no chance to injure them.

A writer in the Montreal Star whose initials many will recognize, publishes an article on the progress of the Maritime provinces which is highly flattering to our smaller towns, particularly to Moncton, whose commanding position as a railway centre is thus described:—

The position of Moncton in the railway system of the Maritime Provinces is most commanding. The first link of the old Intercolonial railway built was from Moncton east to Shediac, on the Gulf, say 17 miles. Then the line was built from Moncton west to St. John, say 80 miles. Next a line was constructed from near Moncton south east to Nova Scotia. These all became parts of the Intercolonial railway system after Confederation, when the Intercolonial was constructed north from Moncton to Quebec—lines radiating from Moncton like the spokes from the hub of the wheel. The new lines across New Brunswick, which the Dominion Government propose to build in order to reduce the distance between Montreal and Halifax will also pass through Moncton; and it is now announced that the Grand Trunk people are surveying a line to connect the Temiscouata railway with the Intercolonial, as a rival to the Canadian Pacific's short line, and that the Point of connection will also be at Moncton. Besides all these lines operating or to be constructed, centering at Moncton, there is a local line running north from Moncton, between the Intercolonial and the Gulf, into a very populous and prospersus district. With all the lines indicated in operation, Moncton will be the hub of of the railway system of the Maritime Provinces.

A WORD ABOUT BABIES.

Appropriate Gifts for the Latest Arrivals from Paradise.

When the wise men wrote that there was nothing new under the sun he forgot about babies. Babies are always new. True, they have been in stock more or less for the last two thousand years, but that does not prevent each individual baby that has come into the world in this year of our Lord from being just as new to its admiring parents and relatives as was the little Cain to Mother Eve and her consort Adam. Indeed, when one considers the uncommonly common nature of this phenomenon it is hard to account for the joyful and somewhat awesome surprise with which each little wrinkled mite of humanity is greeted, not only by its immediate progenitors but by a whole retinue of worshipping neighbors and friends as well.

Only a few days ago a newly made father who had probably never given the subject of babies five minutes' consideration in his life, informed in all seriousness a group of fellow-brokers on Change that his "baby was born with every nail on its ten tiny fingers and toes as perfect as yours or mine, sirs, at this moment"—this triumphantly and almost defiantly, as though challenging any one of them to dispute this wonderful statement—and every man of them looked as much surprised as though he had told them the child had been born with two heads. This is simply to illustrate how new "Baby" is, and being new and altogether precious and undoubtedly superior to anything of the kind ever produced before, it is only meet, right and our bounden duty to welcome him—or her—in a manner becoming to such preciousness and uniqueness of creation. Hence has arisen the custom of bringing gifts to the altar—gifts of gold and frankincense and myrrh—of purple and fine linen. True, the frankincense and fine linen take on a somewhat modern form, but just what form they should take is what puzzles many an unsophisticated worshipper who would no doubt be truly grateful for a timely hint as to just what is most suitable to select as a love offering to the latest arrival out of paradise.

First and foremost there is the basket, an elaborate affair of wicker-work upon a stand just conviniently high for daily use. This is lined with silk or satin, pure white or palest pink or blue—pink for boys and blue for girls, the gossip says; but that's a matter of taste. The edge is trimmed with lace, and bows of ribbon are tied wherever there is space, and the whole scented with daintiest sachets. This basket can be stocked, if you wish to be munificent, with silver powder-box and tiny silver-backed brush and velvety sponges, and finest soaps and gold safety pins. But everybody cannot give baskets since one is an abundance, so for the aunt who knits there are tiny silk shirts and socks just too dainty for anything when done in palest tints or cream or pearl white. Then there are sacques crocheted in silk or made of finest cashmere and sprigged with silk embroidery. And the matinees—for baby has his matinees as well as mamma—dainty, long, loose robes to be thrown on in the morning, made of India silk or fine cashmere or flannel and all herring-boned with silk floss and tied with narrow ribbons. A pretty gift is a swansdown pillow, just big enough for baby's head, made of white silk and hand-painted with some delicate flower in one corner and a suitable inscription, such as "Angels Guard His Slumber."

This pillow must of course be edged with lace. Then there is the carriage-robe, in numberless designs, but the simplest is apt to be the prettiest. A square of white flannel, edged with lace; a handsome bow of ribbon in one corner and a spray of embroidery or painted flowers is as pretty as anything. Baby's jewelry is limited, but there are always the traditional drinking mug of silver, a ring or two for the finger, gold studs linked by tiny chains, a necklace of amber beads to ward off disease and evil influences. There are boxes of finest powders most delicately scented, imported especially for Baby, and perfumed sprays with which to give the last touch to the infant toilet and make him, if possible, sweeter than his own sweet self. These are only a few of the dainty and expensive things which every properly appreciated baby gathers unto itself ere it has seen its first moon upon earth, for it has grown to be an understood thing that no one shall come empty-handed to pay his respects to the "royal guest" of a happy family circle.

Pertaining to Women

The new department for women at Columbia will open Oct. 7 at 343 Madison avenue New York.

A peculiar marriage recently occurred at Los Angeles, Cal. H. D. Hannah of Merced, met Miss Hannah Leslie of Missouri at the station by appointment, having never seen her before. They went directly to a hotel, where Prof. W. D. Hannah was waiting, and were married by him.

A remarkable fan has just been purchased by the princesse de Ligne at Brussels. It was painted by Watteen for Louis XIV, who presented it to the Duchess of Burgundy, and it remained in the possession of the royal family until the revolution, when it was stolen and conveyed to Germany, and nothing more was heard of it until the other day, when it appeared among a collection which was offered for sale at Brussels.

Lizzie Whitehead and a companion, misses of only 5 or 6 years, were, Wednesday, playing on the banks of the Ansonia (Ct.) canal, near the gate house, when Lizzie's companion fell into the water. Lizzie instead of running away, as most children would have done, went to the edge of the canal, reached out and pulled her a shore, all being done so quickly that the children's mothers, 50 feet away, could scarcely believe their eyes.

Miss Jennie Savage of Fort Kent, Me, is a thorough business woman. Miss Savage was formerly a teacher in Fort Fairfield, but later went to Washington territory. Two years ago she returned. Since then on account of the death of her father and brother, she has had the care of settling up a large and valuable estate. She has disposed of all the property of the estate except the starch factory: that she will run this fall. As soon as she disposes of this she will return to Tacoma Wash., where she has made a home, and has her mother and sisters already settled there.

Miss Adelaide Gilmore, daughter of Capt. Fred A, Gilmore of the schooner St. Johns, is as heroic a lass as there is in the nation. She was with her father in the St. Johns off Delaware breakwater when the recent great storm came up. The vessel began leaking badly and all were forced to the pumps, and for hours the captain and men worked until completely exhausted. Then the captain returned to the cabin and fell to the floor at the feet of his daughter, who immediately donned oilclothes and went up on deck and worked at the pumps. The young lady's action put new life in the sailors, who worked desperately and saved the schooner.

The young English Jewess named Amy Levy, who had promised to play a part in literature even more notable than that of Emma Lazarus, died the other day almost without warning, and at the age of only 23. She was a graduate of Newnham College, Cambridge, and her first work was a quite interesting little volume of poems, but she later turned her attention to fiction, and her latest book "Reuben Sachs," was thought to be one of the strongest and cleverest novels of the year. At her own request she was cremated at Woking, being the second of her religion thus treated at this great crematory. A small oak chest containing her ashes was then buried in a Jewish cemetery.

Are you made miserable by Indigestion, Constipation, dizziness, loss of Appetite, Yellow Skin? Shiloh's Vitalizer is a positive cure.

1828 Established 1828

J. HARRIS & Co., (Formerly Harris & Allen). Paradise Row, Portland, St. John.

NEW BRUNSWICK FOUNDRY —AND— Railway Car Works, MANUFACTURERS OF Railway Cars of Every Description, "PEARLESS" STEEL TYRES. CHILLED CAR WHEELS. —ALSO— Steam Engines and Mill Machinery. The Improved Lowell Turbine Water Wheel, Ship Castings, Pumps, Bridge and Fence Castings, etc., etc. Portland Rolling Mill, STRAIT SHORE, PORTLAND. Tapered and Parallel Bars for Ships' Knees Nail Plate, Hammered Railway Car Axles, Shafting, and shapes of all kinds.

CAUSEY & MAXWELL, Masons and Builders. Mason Work in all its Branches. Slating and Cement Work a specialty. Stone, Brick and Plaster Workers. JOBBING EXECUTED NEATLY AND PROMPTLY. Order Slate at A. G. Bowes & Co., 21 Canterbury Street. W. Causey, Mecklenburg St. Robt. Maxwell, 385 Union St.

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.

HAZARD Gun Powder IS THE BEST IN THE WORLD. W. H. THORNE & CO., Market Square SELL IT. Tel. Sun.

Acadia Pictou Stove Coal NOW LANDING. Best Coal for Cooking Ranges ever mined. Only $6.50 per Chaldron, delivered while landing. Order at once. MINUDIE COAL IN STOCK. CHIGNECTO COAL only $5.50 delivered $5.25 in quantities of 3 or more chaldrons. Coal delivered by the barrel from 50 cents up. W. H. GIBBON, Agent for N. B. for the celebrated "SPA SPRINGS" Mineral Water. Orders by P. O. receive prompt attention. Simond Street.

FACTS! "ATHLETE" —AND— "DERBY" CIGARETTES. The Sweetest of the Sweet. The Purest of the Pure, The Finest of the Fine, The Cheapest—The Best.

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BUSCUITS. Soda, Sugar, Pilot, Wine, Champagne, Graham, Oyster, Grot, (Italian Mixed), Servelle, Cocoanut, Jumbles, Milk, Arrowroot, Rifle Nuts, Sugar Wafers, Park, Albert, Marie, Deserts, Rusks, Colonial, Thin Abernethy, Oswego, Macaroon, &c. TAYLOR & DOCKRILL 84 King street.

Quinces! Quinces!! Per steamer THIS DAY. Stewart's Grocery, 16 Germain Street.

GREEN GRAPES, DELEWARE GRAPES, SWEET POTATOES, CRANBERRIES, GREEN TOMATOES, BANANAS, PRESERVING PEAR, CRAB APPLES. 25 Bbls. Roller Oat Meal, Sold cheap. SCOTT BROTHERS.

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.

PORK, BEEF &C. 35 Barrels S C C Pork, 25 do Extra Plate Beef, 25 do Beans, 50 fine new Cheese, 200 Bags F F Salt, 37 Cases Canned Clams, 12 do B Beans, 20 do Blue Berries, 20 do Lunch Tongue, 30 do Evap Apples. Just received. GEO. S. deFOREST & SONS 13 South Wharf.

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MR. R. P. STRAND ORGANIST OF TRINITY CHURCH. Receives Pupils for MUSICAL INSTRUCTION. For terms and references address 127 DUKE STREET, St. John N. B.

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GENERAL Commission and Financial Agent. Real estate, bought, sold, leased and exchanged. Mortgages negotiated, money loaned or borrowed on safe security, either real or personal Bonds and stocks bought and sold.

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C. A. McQUEEN, M. D. M. R. C. S., Eng. Office, - - 44 Coburg Street, St. John, N. B.

School Books and Requisites. All kinds at lowest prices. —ALSO— 600 Dozen Lead Pencils, 100,000 Envelopes, 200 Reams Cap and Note Paper. Just Arrived. Inspection Invited. D. McARTHUR BOOKSELLER, 80 King street.

SAUSAGES. On and after Saturday, 14th inst., we shall be able to supply all demands for our justly Celebrated Sausages. SLIPP & FLEWELLING 160 Main Street, North End. Telephone. EVERY BODY ASKS FOR THEM.

ESTABLISHED 1846. M. N. POWERS. Coffin and Casket Warerooms, OLD STAND 77 AND 79 PRINCESS STREET, SAINT JOHN, N. B. Coffin and Casket Material of all kinds, for Sale at Lowest Prices. Orders in the City and County attended to with despatch

ST. JOHN OYSTER HOUSE. OYSTERS. OYSTERS. 20 Bbls. P. E. I. Oysters, 20 Bbls. Buctouche Oysters, 11 do. Chatham " 10 Kegs Pigs Feet. For Sale at 5 North Side of King Square. C. H. JACKSON. Telephone 25.

PIANOS THE MENDELSSOHN PIANO. ORGANS. Thoroughly Constructed, Attractive in Appearance, Brilliant in Tone, Reasonable in Price, Fully Warranted. A. T. BUSTIN, 38 Dock Street.

NEW DRY GOODS STORE, East End, Waterloo, near Union St. On Monday the 30th inst, we will commence selling from the different departments in which we hold an Over Stock at such Low Prices, as will as soon as possible reduce our stock. Tweeds, Table Linen, Flannels, Blankets, Jerseys, Jersey Coats, Tweeds, Coatings, Ulsterings, Waterproofs, &c., &c. T. PATTON & CO.

SYDNEY COAL, Now landing at Loyd's Wharf, 300 chaldrons Best Old Mine Sydney Coal, Fresh Mined and thoroughly screened. FOR SALE LOW BY R. P. McCIVERN. 2 NELSON STREET. Certificate of quality to be seen at office.

RUBBER GOODS. We have in stock the best possible assortment of RUBBER GOODS. Including: Rubber Clothing all kinds, BELTING, PACKING and HOSE, DOOR MATS, HORSE COVERS, CLOTHES WRINGERS, BED and CRIB SHEETING, PRESERVE JAR RINGS, SYRINGES, BED PANS, URINALS, and almost every article made in Rubber. 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.

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.

City of Saint John, N. B. TAXES, 1889. Five Per Cent. Reduction.

PUBLIC NOTICE

IS HEREBY given that a deduction of Five Per Centum will be allowed on all Taxes assessed in the present year, under "The Saint John City Assessment Law of 1889," and paid in at the office of the Receiver of Taxes, City Hall, Prince William street, on or before Tuesday, 15th day of October next, By resolution of the Common Council. FRED. SANDALL, Chamberlain and Receiver of Taxes.

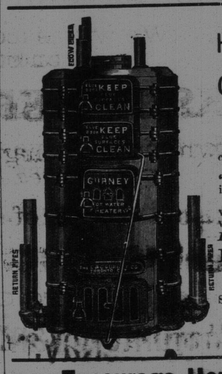
CITY OF SAINT JOHN. Treasury Department, Chamberlain's Office, 1st October, 1889.

NOTICE is hereby given that under resolution of the Common Council, my Order Book will be closed for payment of accounts from the 8th to 15th inclusive. All persons having accounts against the City on said Order Book can receive payment of the same on or before the first mentioned date. FRED SANDALL, Chamberlain of the City of St. John, N. B.

R. J. WILKINS, House, Ship, and Sign Painter, Haymarket Square, St. John, N. B. Orders left at the National by telephone or otherwise promptly attended to.

"CLOTHING" You want clothing. You can find what you want at OAK HALL, For we have THIS WEEK opened 18 large cases o clothing for MEN, YOUTHS, BOYS AND CHILDREN. We have the largest assortment to select from ever offered in St. John, and invite you to call and inspect our goods whether you wish to buy or not. We consider it no trouble to show our goods. SCOVIL, FRASER & CO., Cor. King and Germain Streets.

ESTABLISHED 1832. C. F. THOMPSON & SONS, Manufacturers and Importers of White Lead, Pain's, Pure Putty, Dry Colors of all kinds. Whiting, Ochres, &c., &c. MIXED PAINTS, in Tins, all ready for use, warranted to dry quick, and of best quality. We don't say our Paints are the best in the world; but we do maintain they are far superior to the most of the stuff called paints, which is now on the market. 141 Princess street, St. John, N. B.



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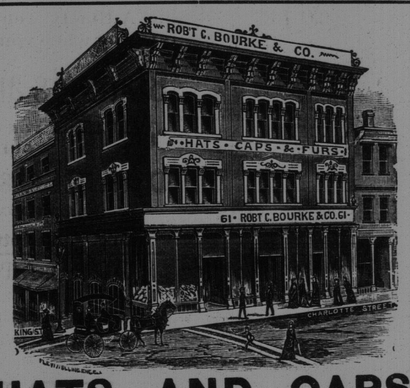
Encourage Home Manufacture. Maritime Varnish and White Lead Works JAS. ROBERTSON, Manufacturer of all Kinds of Varnishes and Japans, White Lead, Colored and Liquid Paints and Putty. Factory, Corner of Charlotte and Sheffield Sts. OFFICE AND WAREHOUSE, Robertson's New Building, Cor Mill and Union Streets. - - - St. John, N. B. WILLIAM GREIG, Manager



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

SIMEON JONES, BREWER. BOTTLED ALE and PORTER.

TO PHYSICIANS. We have just received, Carbolized, Iodoform and Borated Gauze. Red and White Flannel Bandages. Plaster of Paris Bandages 2, 3 and 4 inch. Rubber Drainage Tubes. Pure Lambs' Wool. Extra Hackled Jute. Cat Gut Ligature "Carbolized." Surgeons' Silk Ligature. PARKER BROTHERS, Druggists, etc. Market Square

North British and Mercantile Insurance Company. Capital $10,000,000. 70 Prince Wm. street. D. R. JACK, - - Agent