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Excel all others as a family medicine. They are suited to every constitution, old and young, and, being sugar-coated, are agreeable to take. Purely vegetable, they leave no ill effects, but strengthen and regulate the stomach, liver, and bowels, and restore every organ to its normal function. For use either at home or abroad, on land or sea, these Pills

Are the Best.

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for 35 years, and they have always given the utmost satisfaction."—James A. Thornton, Bloomington, Ind.

"Two boxes of Ayer's Pills cured me of severe headache, from which I was long a sufferer."—Emma Keyes, Hubbardstown, Mass.

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Dr. J. C. AYER & CO., Lowell, Mass.

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Is published every evening (Sunday excepted) at No. 21 Canterbury street, by

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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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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., MONDAY, SEPT. 7, 1891.

For the Latest Telegraphic News look on the First Page.

THE CENSUS.

The duty of the Common Council in regard to the census is clear. There must be a recount under the auspices of the city and that without any unnecessary delay. It is impossible that St. John could have lost 2000 of its population since 1881 and if the census this year is correct, then that of 1881 must have been greatly astray. It is the duty of the city to see just what our population is, so that we may fully understand our position. Last year, Mr. John Lovell took a census of Montreal, which not only included the population, but also the manufacturing industries of that city, the religions of the people and other particulars. If Mr. Lovell could do this, as a private individual, it surely can be done by the corporation of St. John, which has all our citizens at its back. The talk indulged in by some of the aldermen that a recount would be too costly should not be listened to for a moment. If an enumeration that would vindicate the position of St. John cost $100,000 it would be cheaper than to let matters stand as they are, depreciating the value of our real estate and destroying the credit of our city. But such an enumeration will not cost more than $500 and if the city is unable to pay that sum let the members of the common council contribute it out of their pay as aldermen which amounts to $2,000 a year. This is a matter in regard to which the people of St John, except a few extreme partizans, are all of one mind. There must be a new census and the position of St John must be vindicated.

THE COMMON COUNCIL AND THE HARBOR.

The working men of St John are beginning to come to the conclusion that there is too much politics in this city and too little energetic effort to take advantage of our opportunities. There is not anywhere in America a harbor better fitted by nature to do a large business than that of St John, yet no effort is made to improve it. Some years ago every one in St John was anxious for the construction of the Short Line to Montreal, as a means of bringing the winter in transit trade of the upper provinces to this city, but now that the road is built, no effort is made to give such terminal facilities as will enable the in transit trade to be done. The city has indeed purchased the Carleton Branch and Sand Point wharf for $40,000 and given it to the Canadian Pacific Railway Co., but the latter, for the present at least, will do no more than complete the wharf extension to the length of 400 feet, so that a sugar laden vessel can lie at it. Of the 20,000,000 bushels of grain which Manitoba and the Northwest will have for export this year not one bushel will come this way, because we have neither wharves nor grain elevators. The working men of St. John know right well why we have neither wharves, grain elevators nor a dry dock and why the in transit trade of Canada must now pass us by. St. John has been sacrificed because a few politicians in St. John preferred their own partizan interests to the interests of the city. Men who a year or two before had been doing their utmost to float a dry dock scheme now declared that no dry dock was needed. When it was proposed to subsidize a private party to build wharves and a grain elevator it was announced that the city ought to build and own its own wharves. This kind of talk answered its purpose, the Dominion subsidy of $10,000 a year was lost; the Provincial subsidy of $2,500 a year was also lost and St. John does not possess a single wharf at which a vessel can lie and land a bushel of grain. There must, we suppose, be money in this for the howling partizans who have succeeded in putting a stop to harbor improvement; but what of the working men who are denied employment and who find their hopes defeated and destroyed by political tricksters? Where are the wharves which the city was to build on the west side of the harbor this summer? We were told that St. John could borrow as much money as it needed for wharf building at 3½ per cent. Where are these prophets now, in view of the fact that our 4 per cents for the Main street pavement had to be sold below par? The time has come when those who have to make their living by honest work and who are neither politicians nor office seekers should have something to say as to what must be done to make St. John what nature designed it to be, the winter port of Canada.

WHEAT RAISING IN THE MARITIME PROVINCES.

Reports from Prince Edward Island are to the effect that this season's crop of wheat will be sufficient to supply the province with flour for a twelve month. This is equivalent to saying that the harvest will amount to 500,000 bushels. As yet the Island has not for many years been known as a wheat growing territory; its exports consisting chiefly of oats, potatoes, turnips and vegetables of various sorts, poultry and eggs, pork, cattle, horses, sheep and dead meat. On the line which they have heretofore followed, the farmers of the Island have prospered exceedingly. Their crops have always been abundant, and commanded a ready market, at satisfactory prices; their horses have a continental fame and their cattle, sheep and hogs and their products have always yielded them a liberal return. Notwithstanding the great advance in the bulk of their wheat crop, we think it will be found that their other crops have in no degree diminished, and that their herds are just as numerous as ever. The augmentation of the wheat crop is the result of a better system of farming, the devotion of more time to agricultural employments and a wise determination that so far as possible the island shall grow its own food. On Prince Edward Island as in the other Maritime Provinces, the farmers have hitherto, to a considerable extent, acted as jacks-of-all-trades and failed to win success in either. The farmer who would succeed cannot spend two or three months of the year fishing, lumbering or coasting. The farm is a jealous mistress and resents the slightest appearance of neglect. Our farmers have thought that by some outside employment for two or three months in the year they could in the easiest manner procure a supply of ready money, but this is a mistake; and not only is a mistake but it is a humiliation; a humilation for the proprietor of a part of God's own world, to act as a servant for a fellow-being. There are exceptions of course, as there are to all rules; some men, who have by accident come into the possession of land are incapable of making themselves useful except under the supervision of some one superior in energy and intelligence to themselves. Much easier would it be, as well as much more honorable, for the farmer to add to his income by the cultivation of small fruits, the raising of poultry or garden vegetables, all of which are in constant demand, than by fishing in the rivers or off the coast, making one or two coasting voyages before the mast or spending a few weeks in the lumber woods. If our farmers would give their attention exclusively to their farms New Brunswick and Nova Scotia might just as well produce all the wheat they consume as Prince Edward Island. On the shores of the Bay of Fundy it is not likely that wheat could ever be relied upon as a certain crop because of the rust to which it is very liable, but Kent, Gloucester, Restigouche, Northumberland, Victoria and Carleton counties are as well adapted to the raising of wheat as are any of the counties of Prince Edward Island, and so are the counties of Cumberland, Colchester, Pictou and Antigonish in Nova Scotia and some parts of Cape Breton. We would like to see the cultivation of wheat entered into intelligently in those districts; in brief we would like to see the Maritime Provinces produce all the substantial necessities of life that they require, only excepting tea, coffee, sugar and some minor articles which of necessity we have to procure abroad.

NOTE AND COMMENT.

If there is any state in the Union which might be expected to show a large increase in its rural population it is Ohio, but the total increase of the population of Ohio between 1880 and 1890 outside the cities did not amount to 5 per cent. Yet Ohio has the sixty millions market and much more besides.

No one will pretend to say that Illinois is not a great and fertile state, yet the rural population of that state did not increase between 1880, and 1890. The total increase of the state during the decade was 749,000 and of this 545,000 went to the credit of Chicago. The other towns of the state made up the remainder of the increase and the rural population stood still.

The silly Telegraph on Saturday, accepting the census of New Brunswick as correct, drew a comparison between this province and the New England states very unfavorable to us. In Massachusetts, the most prosperous of the New England states, the only increase in the population has been in the towns and cities, the seats of manufacturing industries. The rural population of Massachusetts has declined. The same is true of New York state. The increase of that state in ten years was 915,000 but the towns of 10,000 inhabitants and upwards increased 1,020,000 so that the rural population of this fine state actually declined. If our rural population has not increased we stand in good company. As for our towns and cities their population has increased, although the census of St. John seems to show a contrary state of affairs.

If the population of St John has decreased since 1881, one would suppose that the post office revenue from the sale of postage stamps would also have decreased. The following figures show that this has not been the case.

ST. JOHN POST REVENUE, YEAR ENDING 30TH JUNE.

1880	$31.615
1881	33.274
1889	42.157
1890	44.214

It should be remembered also that since 1881 the weight of a single letter has been increased from half an ounce to an ounce, so that many letters which then would have to pay extra postage have not to do so now. The postal revenue of St. John has increased by one third in ten years, and yet we are told that our population has decreased. Luckily, no sensible man believes this fairy tale.

Stipendiary Motton has a very peculiar case to deal with. He has been waited upon by a well known citizen who has just received a threatening letter bearing the signature of a son of a Presbyterian minister of this city. The letter was in the form of a challenge requesting the citizen to fight a duel as the best means of settling a certain matter. The challenged party has the choice of the following weapons: pistols, revolvers, cutlasses, blunderbusses, swords or razors. The receiver of the letter is a respectable citizen. He naturally feels annoyed, if not alarmed, at receiving such a letter. Stipendiary Motton will have the matter dealt with by the courts.—Halifax Mail.

Concerning the Census.

TO THE EDITOR OF THE GAZETTE:—

We often hear of "unanswerable arguments" advanced by the grit papers in support of their various assumptions. It may be fair to remark that in general these arguments are unanswerable, because those who put them forward have not brains enough, and nobody else has time enough to furnish answering ones. A subject which these birds of illomen now find much satisfaction in discussing is the census and the supposed decline in the population of St John shown thereby. This decline in population, which they are all too ready to accept as beyond doubt, they claim proves that the city has declined in prosperity, and this decline they say is to be attributed entirely to the national policy of protection. I do not deal in unanswerable arguments and so I have none to support an exactly opposite view of the case, but we have common property in a few facts which at the present time it is not inopportune to review.

Very soon after the census of 1881 was taken, the shipbuilding of St. John and its vicinity died out entirely. Even at that date there were at least eight shipyards right in St. John, and some time previous when the city was believed to be in such a prosperous condition as it has never since attained, there were quite sixty shipyards which drew their supplies from St. John. That this industry was an apparent source of prosperity, is too evident to deny. It could be easily estimated how many men found employment in these shipyards, what amount of yearly wages they received, and how much money the shipyards disbursed among the divers traders of the country. Nevertheless this industry was not unattended by evils. It was subject to periods of depression and hundreds of artisans called here by the inducement of high wages, during a boom in the building of ships, were often thrown out of employment. I can remember when every second ring at the door announced a lady with a basket. Now I seldom hear from them—Our pride at least has not declined.

Was it the National policy that killed out the shipbuilding industry? No, it was the demand for iron and steel ships. Some of our people having made money from shipbuilding took it away, or lost it in speculations,—they did not think of building the new style required, nor did we ever extend a very cordial invitation to foreign capital to undertake iron shipbuilding here. The years 1880-81 witnessed the greatest revival in the lumber trade for nearly twenty years, but still the trade was nothing to that of years before, when a hundred square-rigged vessels in port was no uncommon sight. What an enormous quantity of lumber was cut in our mills, and shipped in our vessels to England, at prices profitable to all concerned.

Was the decline in this great industry caused by the national policy? That would be too absurd an idea for even the Grit papers to entertain. They content themselves in this case with chronicling the decline of the lumber trade from year to year, make no comment, and suggest no remedy. It may be a very selfish argument to advance in favor of a preferential trade arrangement between England and her colonies, yet is nevertheless true, that the partial exclusion of European timber from English markets would materially benefit our trade. Why so much of our lumber is shipped from outports is a matter worthy of consideration. Again, however, much the lumber trade may wane or increase, it must not be forgotten that the forest is a principal source of our wealth, and the careful conservation and propogation of trees a matter of much interest to us. There is a gentleman named Edward Jack, very well known in this province, whose views on this matter should none the less be heeded, because he has studied it so well.

For some years St. John enjoyed the benefit of the manufacture of shooks used in the sugar trade. It is well known how profitable and how widely beneficial this trade was, but before the national policy was adopted, the West Indies had taken to shipping the sugar in bags.

While these staple sources of wealth were slipping from us, did we do all that we could to maintain our position? I leave that to the merchants of St. John to consider; and as of more vital moment, are we now employing our energies and our surplus capital to the best advantage? It was intended by the national policy that we should manufacture for our own markets, and the growth of Hamilton and other Canadian cities is owing to the fact that they did so. Capital is needed in business enterprises today, more than ever, yet some St. John investors seemed unaware of that fact.

The export of lime is a business which has been recently lost. The people of the United States do not wish to use any lime not burned in that country. They are intensely patriotic.

The loss of or decline in our export trade in certain lines has caused a heavy loss in wealth perhaps, but who will suggest a remedy?

Leading merchants speaking at the board of trade meetings are very vague. Some of them are quite sure the population has declined, they also feel quite sure the cause is the protective tariff. They would not surely say the tariff caused the decline in shipbuilding, the lumber trade, the trade in sugar, shooks or lime. But they say living is more expensive. So it is the world over. There is more gold in the world now than forty years ago, and it has to be expended.

There is one road to wealth suggested, and that is the extinction of Canada. If our people must live in the United States, they say, let them live in this part of that country. Esau was hungry, but these people are only itchy.

Our people go away sometimes because they long for luxury and pleasure. As a general rule they get not much of either. If they acquire wealth it is only after such toil as we do not condemn ourseves to here, and such toil as unfits men for the enjoyment of a higher life. It is open to question, however, if we do all that we might toward the intellectual advancement and the rational enjoyment of our people. For the attainment of these objects it is necessary to be truly patriotic and self denying. The loss of wealth through speculation to which the GAZETTE referred not long ago is a subject of serious importance. When the people of the United States gamble in stocks or produce, they lose or they win, it matters not, their country is the bank, the wealth is still there. But, unfortunately for people of other countries when they gamble in United States railways, or become entangled in the wheat or pork corner Uncle Sam is the croupier. So we have paid tribute to our neighbors of many hundred thousand dollars from this city alone.

ENAVANT.

St. John, Sept. 7.

Mr. Edward Bacon of Hill Grove, dug from his potato field this week, a potatoe weighing 33 ounce. He also claims a crop of 150 bbls. of potatoes from an acre and a half of ground.—Digby Courier.

Financial.

Henry Clews & Co., report, NEW YORK, Sept. 5:—

With the almost famine crops, which are reported in nearly every country other than the United States, it is interesting to compare the figures of our last year's crops with the estimated figures for this year's yield.

	1890.	1891.	Increase.
Corn	1,489,970,000	2,040,000,000	550,030,000
Wheat	399,262,000	585,000,000	185,738,000
Oats	523,621,000	700,000,000	176,379,000
Rye	27,140,000	29,000,000	1,860,000

The result is highly gratifying. We have in round numbers, taking the cereals combined, 914 million bushels more than last year; this gives us an exportable surplus of 225 million bushels of wheat, and, in addition, a large quantity of corn. Now turn to Europe and observe the conditions there. With the exception of England (and she is obliged to import 140 million bushels of wheat annually more than she grows) every wheat producing country there is largely deficient in its harvest, and it is estimated that at least 250 million bushels of wheat will be required to cover the shortage. Last year the European rye crop (upon which the poorer classes in such countries as Russia, Germany and Austria subsist) amounted to 1,040 millions, while this year the yield will not be over 640 millions. That the deficiencies abroad exist as stated above, there seems to be no reasonable doubt, and as America is the only country with a large surplus of wheat, Europe must turn to us. Europeans have not been educated to eat our corn, and it has been a matter of comment that our government has never taken any active steps to bring about that result. However, with the large existing shortages abroad, corn will have to be accepted for food, and once the experiment is tried, it is not likely to be relinquished, as corn is much more nutritious than either wheat or rye.

The movement of grain at interior points has been very heavy, the receipts showing an increase of 65 per cent over last year. The immediate effect of this is seen in the increased earnings of several railroads, whose statements have lately been published, and suggests some idea of what may be expected in the future, when the movement becomes more general. Another promising feature, in fact the most encouraging sign that has yet appeared, is the announcement that a consignment of $2,500,000 gold has been engaged for shipment to this country from the Continent. It is understood that these are "special" transactions, as the rates of exchange are not yet low enough to admit of gold being imported at a profit. It will be remembered that a great part of the gold recently shipped from this country was taken from us under what was termed "special" transactions. It is highly gratifying, therefore, that the first consignments of the return flow should come back to us under the same heading.

The money market, during the past week, has shown signs of working a little closer, the rates for demand loans one day having advanced to 6 per cent, while time loans command the full legal rate for nearly all dates. This is but natural at this time of the year, as the currency movement is always against this centre, owing to the urgent demand for money to move the crops. Still, there seems to be no grounds for uneasiness on this score, as the imports of gold, which are expected to continue, will be apt to check any tendency towards stringency in money.

Fast Railroading.

"There is an item going the rounds of the press again concerning the higher speed of European railroads as compared with those of this country," remarked the travelling auditor of one of Chicago's trunk lines the other night at the Palmer House. "It should be called in. It juggles with the truth. I spent last Summer in Europe, and while there I studied the railroad situation pretty thoroughly. The average speed of our passenger trains is considerably higher than the average of similar trains in England, Germany or France. England has two trains and Germany one which make very fast time for comparatively short distances, but all things considered, the European roads are not to be compared with ours for a moment in point of speed, service or safety. The English coaches are much lighter than ours and this should increase their speed; but in point of fact it does not, while the English trains have none of the conveniences of modern railway travel in this country. The only point where Europe beats us in the railroad business is in having better stations. Within the next twenty-five years the United States will surpass the rest of creation in this regard, too."

A barn, well stored with hay, belonging to Mr. Thomas Allen, Jourlmain, Cape Tormentine, was completely destroyed by fire on Thursday night. This is quite a loss to an old veteran of the ice-boat service, who is known far and near, by everybody who has crossed the straits in winter. The barn was only very lightly insured.

A plum tree in the garden of William Belcher, Upper Canard, which was grafted this past spring, shows a shoot from a tiny scion, now six feet long. If this rate of growth continues "Jack's Bean Stalk" will have a dangerous rival.—Canning Gazette.

Hood's Sarsaparilla

Is a concentrated extract of Sarsaparilla, Yellow Dock, Pipsissewa, Juniper Berries, Mandrake, Dandelion, and other valuable vegetable remedies, every ingredient being strictly pure, and the best of its kind it is possible to buy.

It is prepared by thoroughly competent pharmacists, in the most careful manner, by a peculiar Combination, Proportion and Process, giving to it curative power

Peculiar To Itself

It will cure, when in the power of medicine, Scrofula, Salt Rheum, Blood Poisoning, Cancerous and all other Humors, Malaria, Dyspepsia, Biliousness, Sick Headache, Catarrh, Rheumatism, and all difficulties with the Liver and Kidneys.

It overcomes That Tired Feeling, Creates an Appetite, and gives mental, nerve, bodily, and digestive strength. The value of

Hood's Sarsaparilla

is certified to by thousands of voluntary witnesses all over the country whom it has cured of diseases more or less severe. It is sold by all druggists. $1; six for $5. Prepared only by C. I HOOD & CO., Apothecaries, Lowell, Mass.

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ESTEY'S EMULSION.

Children will take it and ask for more. Delicate people can take it when their stomach cannot retain the ordinary Emulsions. It is easily digested.

WHEN BUYING AN EMULSION

Ask for Estey's.

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MUCH BETTER, Thank You!

THIS IS THE UNIVERSAL TESTIMONY of those who have suffered from CHRONIC BRONCHITIS, COUGHS, COLDS, OR ANY FORM OF WASTING DISEASES, after they have tried

SCOTT'S EMULSION

Of Pure Cod Liver Oil and HYPOPHOSPHITES Of Lime and Soda.

IT IS ALMOST AS PALATABLE AS MILK. IT IS A WONDERFUL FLESH PRODUCER. It is used and endorsed by Physicians. Avoid all imitations or substitutions. Sold by all Druggists at 50c. and $1.00.

SCOTT & BOWNE, Belleville.

CATARRH AND COLD IN HEAD HOW CURED

NASAL BALM CURES COLD IN THE HEAD CATARRH

NASAL BALM.

A certain and speedy cure for Cold in the Head and Catarrh in all its stages.

SOOTHING, CLEANSING, HEALING.

Instant Relief, Permanent Cure, Failure Impossible.

Many so-called diseases are simply symptoms of Catarrh, such as headache, partial deafness, losing sense of smell, foul breath, hawking and spitting, sickness, general feeling of debility, etc. If you are troubled with any of these or kindred symptoms, you have Catarrh, and should lose no time in procuring a bottle of NASAL BALM. Be warned in time, neglected cold in head results in Catarrh, followed by consumption and death. NASAL BALM is sold by all druggists, or will be sent, post paid, on receipt of price 50 cents and $1.00) by addressing

FULFORD & CO., BROCKVILLE, ONT.

Beware of imitations similar in name.

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You'er not buying a new hood for the baby, are you? Well you'er not up with the times if you are. Take the soiled last year's hood out of the rag bag. Let Ungar do it up his way. He's up with the times and make Baby's Hood look elegant, bran new.

—AT—

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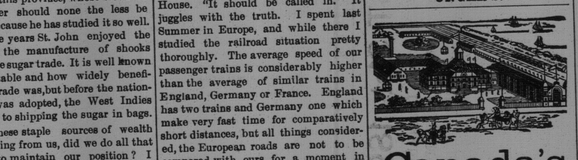

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Sea Bathing and Health Resort,

—AT—

DUCK COVE.

Connection by Bus from Carleton Ferry Float at all times (Sundays excepted. Also by Shore Line Railway.

SPEAK EASY,

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BEST HAND-MADE BOOTS

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DANIEL MONAHAN'S,

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PRESERVE : CROCKS,

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IMPORTER AND DEALER IN Rubber and Leather Belting, Rubber and Linen Hose, Car Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating Supplies.

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—$25.00.—

OH, SO CHEAP.

Customer--'What is the price of this Parlor Suite?'
Clerk--'Twenty-five dollars sir.'
Customer--'How many pieces are there in the suite?'
Clerk--Seven pieces, sir--the Sofa and Rocker, Arm Chair and Four smal Chairs.'
Customer--'And you don't mean to tell me that you are only asking twenty-five dollars for that suit?'
Clerk--'That is the price sir.'
Customer--Well, I had not any intention of getting one to-night, but I will take that suit for Twenty-five Dollars. Hope you are not joking?'
Clerk--'No sir, that is the price.'
Customer--'Is there anything wrong with the suite?'
Clerk--'No sir, not that I know of--if you find anything wrong about it after you have had it a year we will take it back and return your money.'
Customer--'I will pay you for it now in case somebody else gets it. Can you send it home to-night?'
Clerk--'No sir, not till morning.'
Customer--'And you will be sure to give the same suite?'
Clerk--'What are your reasons for asking that?'
Customer--'Well, I can scarcely believe you can afford to sell a suite like that for Twenty-five Dollars.'

Now, this is what we hear every day. Come and see for yourself.

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RUBBER GOODS,

American and English of all kinds.

GENTS MACKINTOSHES. LADIES WATERPROOF CLOAKS.

WATER BOTTLES,
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Sixty Pails CHOICE LARD VERY LOW.

Fresh Meats and Vegetables

X JOHN HOPKINS. X

Alms House Supplies.

TENDERS will be received at the office of the Secretary, Perry Building, until THURSDAY, the 10th Sept. instant, at 12 o'clock, noon, from persons wishing to furnish the Alms House, for one year, from the first day of October next, with the undermentioned supplies:

Fresh Merchantable Beef, in alternate fore and hind quarters of not less than 120 lbs.
Fresh Mutton, by carcass.
Bread, per 2-lb. loaf.
Rice, per 100 lbs.
Barley, per 100 lbs.
Oatmeal, per 100 lbs.
Cornmeal, per barrel (kiln dried).
Congou Tea, per lb., by box.
Brown Sugar (fair), per 100 lbs.
Muscovado Molasses, per gallon by cask, to be delivered as required.
Tobacco, Black 10's, per lb.
Salt in sacks.
Coffee, Java, per lb., by can.
Beans, per bushel.
Codfish (dried), per quintal.
Pollock, do. do.
Soap, No. 1 P. Y., per lb.
Feed, per ton.
Bran, per ton.
Drugs and medicines according to specified list, to be seen at the office of Secretary.

All supplies to be of the best quality, and subject to the approval of the Commissioners or their agent.

Lowest approved tender accepted.

Sureties required for the faithful performance of the contract.

EDWIN J. WETMORE, Secretary.

GROCERS, ETC.

FRUIT, FRUIT.

BANANAS - - - - 15c. Doz
BARTLETT PEARS - - 10c. "
GRAPES, PEACHES,

—AT—

CHAS. A. CLARK'S, King Square.

OLD WHEAT.

750 Bbls GLOBE,
500 " STAR,
300 " DIAMOND D.
FLOUR.

GEO. S. deFOREST & SONS

J. S. Armstrong & Bro.

HAS JUST RECEIVED

Cranberries, Blueberries, Sweet Potatoes, Bartlett Pears, Sweet Corn, Groceries, &c.

32 CHARLOTTE STREET.

Armour's Extract Beef.

5 Cases Armour's Solid Extract Beef;
5 Cases Fluid Extract Beef.

—ALSO—

Armour's Soups, assorted; Beef from 1 to 14 lb tins.

McPHERSON BROS.,

No. 181 Union Street,

Wm. WEATHERHEAD,

16 and 18 Dorchester, St.,

BOARDING, HACK,

—AND—

LIVERY STABLE.

All stock, Carriages, Harness, &c. NEW. Horses first-class; Horses suitable for Ladies' driving. We cater to the best patronage in the city.

TERMS REASONABLE.

PRESENT DAY PERIODICALS

MONTHLY REVIEWS.
Nineteenth Century.
Contemporary Review,
Fortnightly Review.
Any one, $4.50; any two, $8.50; all three, $12.

QUARTERLY REVIEWS.
Edinburgh Review.
Quarterly Review.
Scottish Review.
Any one, $4; any two, $7.50. all three $10.50.

MONTHLY PERIODICALS.
Westminster Review.
$4.00 per year.
Blackwood's Magazine.
$3.00 per year.

Leonard Scott Publication Company,
231 BROADWAY, NEW YORK.

ST. JOHN DYE WORKS

IS THE PLACE TO GET

Ladies' and Gents' Wear Cleaned or Dyed and Pressed.

C. E. BRACKETT, - 86 Princess St.

BOURKE & CO.,

32 KING STREET,

—IN STOCK:—

Fishing Hats,
Picnic Hats,
Tourist Hats,
Tennis (Ladies),
Boys Hats, Boys Caps,
Ladies Caps,
Girls, in blk and Tweed do
Saratoga Trunks,
Ladies Waterproofs at wholesale prices;
Bags, Valises Umbrellas, &c.

STANLEY HELMET.

NOW FOR BUSINESS!

Spring and Summer, 1891.

JAS. S. MAY & SON,

MERCHANT TAILORS,

(Domville Building,)

Prince William Street.

Beg to announce that they are receiving their new sprin stock, consisting of

West of England and Scotch Suitings, Diagonals, Pant Goods and Overcoatings.

These goods are from the best markets, and we are prepared to offer our customers and the public generally good value for their money. Prices subject to 10 per cent. for net cash. Samples sent by mail.

152 UNION.

Boarding

—AND—

Livery STABLES

HORSES TO HIRE and BOARDED at Reasonable Rates.

A SPLENDID BAROUCHE always on hand.

Telephone No. 533.

JOHN H. FLEMING.

A Healthful and Pleasant Summer Drink.

CONCENTRATED LEMONADE,

Orange, Raspberry and Pineapple.

This Syrup is guaranteed to contain no Tartaric or other Injurious Acids.

—FOR SALE BY—

GEO. ROBERTSON & CO.,

50 KING STREET.

N. B.—This Syrup is pure and can be given to children and delicate persons.

G. R. & Co.

St. John Oyster House

No. 5 King Square, North Side.

Fresh Raked Oysters, Shrimps, etc. Fresh every day.
Fresh Boiled Shrimps, Periwinkles.
Clams shelled to order.
40 Doz. McKee's Beer, Fredericton.
Spa Natural Mineral Water on draught.
Rhode Island Chowder.

C. H. JACKSON.

OATS! OATS!

OUR faith in high prices led us to purchase very largely in the early part of the season. Our stock is now coming forward rapidly and can offer dealers at

LOWEST PRICES.

with the advantage of having a large number cars to select from.

We predict sixty cents per bushel later, and would advise our friends to put away all they require for winter and spring.

Standard Trading and Mfg Co., Ltd.

J. D. SHATFORD,

GENERAL MANAGER.

MANUFACTURERS.

S. R. FOSTER & SON,

MANUFACTURERS OF

WIRE, STEEL and IRON-CUT **NAILS**

And SPIKES, TACKS, BRADS, SHOE NAILS, HUNGARIAN NAILS &c.

ST. JOHN. N. B.

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.

1841. ESTABLISHED 1841.

Eagle Foundry and Machine Shop,

MANUFACTURE

Steam Engines,

High, Low or Compound, (for marine and land purposes), high or low speed.

CASTINGS of any size made,
BOILERS MADE and REPAIRED,

—ALSO—

MILL and SHIP WORK.
All sizes of WINDLASSES and PUMPS,
PIPES, STOCKS and PLOWS.
PLANING and TURNING done to order.
All work done here to order in a thorough workmanlike manner.
Jack Screws for sale or hire on easy terms. All kinds of Blacksmith Work done.
PROPELLERS MADE.

JOHN SMITH,

Practical Engineer and Mill Wright

St. David St., St. John, N. B.

DOORS, SASHES, BALUSTERS, NEWEL POSTS, MOULDINGS, BRACKETS, &c.

A. CHRISTIE W. W. CO.,

City Road.

PIANOS MENDELSSOHN & EVANS BROS.' **PIANOS,** UNSURPASSED IN **Tone, Touch and Durability.** **ORGANS**

A large Stock to select from.

PRICES LOW.

GOOD BARGAINS FOR CASH.

A. T. BUSTIN,

38 Dock Street.

INTERCOLONIAL RAILWAY.

TENDERS FOR SNOW SHED.

SEALED tenders addressed to the undersigned and marked on the outside "Tender for Snow Shed," will be received until Friday, the 11th September, 1891, for the erection of a Wooden Snow Shed at a point one and a half miles east of Little Metis Station.

Plans and specifications may be seen at the office of the Chief Engineer, Moncton, and at office of the Station Master, Little Metis, where forms of tender may be obtained.

All the conditions of the specification must be complied with.

Railway Office,
Moncton, N. B.,
26th August, 1891.

D. POTTINGER,
Chief Superintendent.