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The Evening Gazette.

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VOL. II.---WHOLE NO. 406. ST. JOHN, N. B., THURSDAY, SEPTEMBER 12, 1889. PICE TWO CENTS

AUCTION SALES.

Large and Valuable Library of the Mechanics' Institute.
AT AUCTION.

At the Institute Library, Carleton Street, commencing on TUESDAY AFTERNOON, September 17th, at 3 o'clock, and continuing each evening at 7 o'clock, and afternoon at 3 o'clock.

THIS VALUABLE LIBRARY contains over 5,000 volumes, in Belles Lettres, Fiction, History, Biography, Geography, Voyages, Travels, Adventures, Arts, Sciences, Mechanics, Natural History, Encyclopedias, Dictionaries, Periodical Literature, Reviews, Official Documents, Miscellaneous Works, and many other Valuable Papers, Books of Reference, etc.

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The sale will commence at No. 1 Division A, and continue on through the catalogue, in regular order. Sale without reserve. Terms cash.

Offers for the Library *en bloc* are invited, and will be received up to MONDAY, Sept. 16th, at noon.

By order of the Committee.
T. B. HANINGTON, Auctioneer.

AMUSEMENTS.

I AM COMING.

MUSIC HALL, CARLETON
—COMMENCING—
Thursday, September 12th.

ZERA SEMON,
The Original Zera,
With his Marionettes, Minstrels and Novelty Company.

Larger and Better than ever;
Everything new;
Bright and Sparkling with Intelligent and Refined Humor.

100 *Presents given away each night.* 100

Admission 25c and 35c.

EXCURSION.

EXCURSION TO BOSTON
ON ACCOUNT OF THE
GREAT STALLION RACE.

THE NEW BRUNSWICK RAILWAY will sell
Excursion Tickets to Boston and Return,
on Trains of Sept. 16th, and Flying Yankee of 17th, good for return passage before midnight of Sept. 23rd, at $10.00 EACH.

F. W. CRAM, Gen. Manager. A. J. HEATH, Gen. Pass. Agent.

G. R. PUGSLEY, LL. B.
Barrister, Attorney-at-Law, &c.
OFFICES—Corner Prince William and Church streets, St. John, N. B.

George C. Lawrence,
UNDERTAKER,
101 King street,
Saint John, N. B.

MONEY TO LOAN.

MONEY TO LOAN on free hold security, E. T. C. KNOWLES, 107 Prince Wm. St.

BOARDING.

Advertisements under this head inserted for 10 cents each time, or fifty cents a week. Payable in advance.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

FOR SALE

FARM at Upper Gagetown for sale, to let or exchange for a city property, also Stock and Farming Implements complete. Enquire of BRADLEY BROS., 88 to 94 Smythe street.

WANTED.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

BOY WANTED at 56 Dock street. J. WILSON.

WANTED.—A Collector to collect accounts of an estate. Address by letter only, A., care of this office.

WANTED—A sober, steady Printer, who understands a Washington Press, to go to the country to manage a newspaper office. Apply at this office.

YOUNG LADY, to attend Soda Fountain; Photograph Gallery Clerk, Lady Stenographer, 20 girls to do fancy work at home, Lady to make homemade bread for the trade, Office Clerk, at the LADIES' EXCHANGE, 134 Prince Wm. street.

WANTED—SINGLE MAN as Time keeper, to go out of the Province; Shipping Clerk; young enterprising Man as clothing stock clerk; Express Deliveryman; Fruit Packer; Billiardroom Clerk, at the BUSINESS EXCHANGE, 134 Prince Wm street.

TO LET.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

TO LET—Two Houses, on King St. East, Nos. 219 and 221; containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATTON, corner of Princess and Pitt street.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barns, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A L SPENCER, on the premises.

TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

KITCHEN FURNISHING GOODS.

New Goods daily arriving, including all the latest novelties.

Cake Coolers,
Pancake Griddles,
Apple Corers

Sole Agents for
THE TRIUMPH SELF WRINGING MOP.

SHERATON & SELFRIDGE.
38 King Street, opposite Royal Hotel.

WEATHER INDICATIONS—Fair.

NEW GOODS.

ULSTER CLOTHS—The Bulk of our entire stock to hand;
DRESS GOODS—310 pieces to select from (all new);
GERMAN FLANNELS—Plaids and Stripes, nice soft Goods;
THE New Skirt Protecting Lining;
PLUSHES—all colors;
BLACK FRINGES;
BLACK SILK GIMPS;
BLACK ORNAMENTS;
BLACK VELVET RIBBONS;
QUILTED SATIN—Brown and Black,
QUILTED SATEEN—Brown and Black;
WOOL SHAWLS—an immense stock,
CARDIGAN JACKETS—Extra value;
BOYS' HOSE—Very heavy;
CASHMERE GLOVES;
KID GLOVES—including Josephine;
KID GLOVES for Men;
KID GLOVES for Misses and Youths;
LADIES' LINEN COLLARS;
CORSETS—24 different Styles;
WORKING FELTS—300 yards;
STAMPED FELT GOODS, „ LINEN „ } See List in THE SUN.
PON PONS; OILCLOTH Scalloped for Shelves.

HUNTER, HAMILTON & McKAY.

—THE—
CANOPY HAMMOCK.
A new and useful Lawn Adornment. Easily set up and portable.
Call and see it.
F. E. HOLMAN.

Owing to the increasing demand for
SILK PLUSHES,
used so extensively for Fancy Work and Dress Trimmings, we have purchased 3 lines, comprising all the Leading Shades, which we now offer to our customers, assuring them they are the BEST VALUE in the city.

DANIEL & ROBERTSON,
LONDON HOUSE RETAIL,
Cor. Charlotte and Union streets.

OUR LATEST ARRIVALS.
Dress Goods, Ulster Cloths, Mantle Cloths, Wool Wraps.
7 New Styles of Ladies and Children's Rubber Circulars,
Which we are selling at the lowest living profit.
KEDEY & CO.,
213 UNION STREET.
P. S.—We are selling off our Black Josephine Kid Gloves for 75 cents, Half price.

SHARP'S
Favorably known for upwards of forty years it has become a household name. No family should be without it. It is simple and very effectual. In cases of Croup and Whooping Cough it is marvelous what has been accomplished by it.
BALSAM
In its use the sufferer finds instant relief. How anxiously the mother watches over the child when suffering from these dreadful diseases, and would not she give anything if only the dear little one could be relieved. Be advised of
HOREHOUND
and keep constantly on hand in a convenient place a bottle of this Balsam. If you cannot get it of your dealer, send direct to us, in stamps or currency, 30 cents,
ANISE SEED.
with your address, and we will forward, carriage prepaid, one bottle of this wonderful remedy, so that you may try it and be convinced.
SHARP'S BALSAM MANUFACTURING CO.,
CONNOR & DINSMORE, Proprietors,
Saint John, N. B.
T. B. BARKER & SONS, Wholesale Agent.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace 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.
Lowest Quotations Given on Special Supplies.

SECOND EDITION.

THE DELEWARE STORM.

THE WIND BLOWING WITH ALMOST HURRICANE FIERCENESS.

Dismantled Vessels seen Through the Mist and Spray—The Storm has Raged Continuously Since Monday Night.

BY TELEGRAPH TO THE GAZETTE.

LEWES, Del., Sept. 12—No language can picture the terrible scene along the coast. The wind is blowing with almost hurricane fierceness driving the rain with a force that cuts like hail.

The half mile reach of sand between the town and coast is a tossing billowy ocean bearing wreckage on every wave.

Through the mist of spray and storm the tattered sails and naked masts of scores of deserted and dismantled vessels are dimly seen.

Since Monday night the storm has raged without abatement.

Cardinal Manning's Efforts.

BY TELEGRAPH TO THE GAZETTE.

LONDON, September 12.—Conference between Cardinal Manning and the directors of the dock companies took place today. The Cardinal found the directors were not willing to agree to the compromise proposed by him that the terms the dock companies have already conceeded go into effect November 1, provided the men immediately resume work. The Cardinal persuaded the directors again to consider the proposal and postpone their decision for the present.

The Allan Company Mulcted.

LONDON, Sept. 12—In the case of Baynton vs. The Allan Steamship company, for damages arising out of the delayed sailing of the steamer Lydian Monarch, owing to the strike of dockmen, the magistrate decided in favor of the plaintiff. The case will go to the Superior Court.

Socialists Meeting Broken up.

HAMBURG, Sept. 12.—The Socialists atempted to hold an open air meeting here last night. The police broke up the meeting, and arrested thirteen persons who had taken an active part in the proceepings.

Forsaking the Catholic Church.

ST. PETERSBURG, Sept. 12.—Eight thousand Czecks in Vilna have recently forsaken the Roman Catholic faith and joined the Greek Church.

The Czar's Visit to Berlin.

BERLIN, September 12.—The National Zeitung says the Czar will visit Berlin after the army manceuvres in September.

The Weather

WASHINGTON,—INDICATIONS.—Fair, rain on coast with high northeasterly wind, no change in temperature.

British Queen Wins Easily.

The race between yachts British Queen, owned by Elijah Ross; Dolphin, owned by the King Bros., and J. D. Fowler's Iris for $300 sweepstakes, was sailed in the harbor this morning, and resulted in an easy victory for the Queen. The course was six miles with one turn, eastward of the Island.

It was 12.05 o'clock when the pistol for starting sounded from the judges steamer, and the boats were off, the Dolphin crossing the line at 12, 6; 45 the Iris at 12. 8; 15 and the British Queen at 12. 8.; 21. All down the course the Queen had it easy, and turned the buoy some distance ahead, coming in first by about a mile at 2. 19. 47; Iris second, at 2. 27. 15; Dolphin, third at 2. 41; 30.

The corrected time of the race is: British Queen, 2 hrs. 11 m., 26 sec. Iris 2 hrs. 20 m. Dolphin 2 hrs. 34 m. 45 sec.

About $1000 changed hands on the race. Mr. T T Lantalum was referee, G. Purdy time keeper, and W. E. Vroom stakeholder.

ARTILLERY MEN RETURN.—The detachment of the N B B G A which has been taking part in the artillery competition at the Isle of Orleans returned home today, arriving here about one o'clock. Lt. Col. Armstrong and Lt. White returned with them. Corporal Lowrie and Bombadier Fowler stopped over and went to Montreal. Sergt. Lee and Corp. Stackhouse of Carleton also stopped over and will remain on camp duty for a few days. Sergt. McGowan left the boys at Salisbury carrying with him their best wishes as he is to be one of the principals in a happy event to take place there on Monday next.

The St. John detachment have done remarkably well, and are very highly spoken of.

The Montreal brigade also left camp yesterday, and the Prince Edward Island, Yarmouth and Digby batteries under Lieut. Col. Moore, Capt. Jolloy and Lt. Biden.

The Island men are firing and shifting to-day.

TRAIN BROKE DOWN.—About 5 o'clock this morning a train on the I. C. R. loaded with rails got derailed at Boundary Creek. Some of the cars were considerably smashed up but the track was cleared in time to prevent much delay of the regular trains.

BROKE HER LEG.—An old lady named Mrs. McFarland fell down stairs at her home in North End yesterday and broke her leg. She was taken to the General Public Hospital and is doing quite well to-day.

FAINTED.—A young lady named Winchester fainted on King street to-day, about 2.30 o'clock. She was taken into Messrs. Vassie & Co's. store and from there conveyed to her home in a coach.

Mr. Hugh McLean's new three masted schooner at Salmon River Q. Co. is ready for launching as soon as the water gets high enough. She measures 113 feet keel and will be called the Bessie McLean.

The Quebec express was about an hour and a half late this morning on account of the Grand trunk failing to connect on time.

The American boat is not expected to arrive till about ten o'clock tomorrow morning.

The London strike still continues. Burns is ill from overwork and is taking a day's rest.

ST. JOHN POLITICS.

The Municipal Council—Mr. Blair's Government in Trouble.

St. John Correspondence of Montreal Gazette.

The union of the cities of St. John and Portland has not improved the status of efficiency of the council. Portland, before the union, was believed to be the worst governed city in Canada, and some of the most objectionable members of its old council have seats in the present body. St. John has also sent its quota of representatives who should have been left at home, so that between men who have axes to grind, men who talk for the sake of talking, and men of neither experience nor ability, the efficient members of the council can be counted on the fingers of one hand. When they have been so counted there will still be some fingers to spare. This election will be the fifth held in St. John this year. It is not likely that the ballot boxes will be required again until January, when a general election for the House of Assembly will be in order.

Among the offices which were not made vacant by the union of the cities was that of police magistrate and judge of the city court for the trial of civil causes. This was held by B. Lester Peters, who had taken his seat on the bench of the old and disorderly "nigger court," twenty-six years before, and had made it the model tribunal which it was when the cities were united. I will not say as it is to-day. In all his long term of office, he gave no cause for cavil or complaint. An accomplished gentleman, he was also a sound lawyer. He dignified the position as few men could have done. He took no part in politics, nor gave he any other cause of offence. He was in every respect the right man for the place, and this was the opinion of the majority of the citizens. It chanced, however, that one Robert J. Ritchie, or Richey, as the name was formerly spelled, wanted the office. Mr. Ritchie's chief qualification was the fact that he was Irish. He held the position of solicitor-general, an office revived for his benefit, and had for a number of years drawn a very good living out of the provincial chest. He wanted to be a "judge," and as in the natural course of things he was unlikely to be one by any other method, he demanded Mr. Peters' office. The office was not vacant, and the dismissal of a judge during good conduct was something without a precedent. Besides, not only were the people of St. John opposed to such a step but a vigorous protest made by Messrs. Alward and Stockton, two of the most influential representatives from the city and county. Provincial Secretary McLellan, known as "the deacon," urged Richie's appointment, and with the greater zeal because his support by the Catholics of St. John depended on the result. The words of the Union act were ingeniously but illegally construed to mean that the office of Mr. Peters was made vacant, and Ritchie was appointed. Thereupon Messrs Alward and Stockton promptly resigned. This left Premier Blair and the deacon with three vacant seats, none of which they thought it prudent to fill. The solicitor-general was replaced by Speaker Pugsley, of Kings county, who, as the Pugsleys and their connections are numerous in that constituency, was returned by acclamation. Then the government began to hunt for candidates to be put forward when the excitement had blown over and their arbitrary acts were forgotten. They have not yet found a man of any strength who is willing to hurt his political future by allying himself with them, and they are not likely to do so. Nor has the storm blown over. While little has been said of the matter of late, it is as fresh in the memory of the people as it was three months ago, and it is "warranted to keep fresh" for any length of time. It is not purely local, as they hope. The influence of the outrage will be felt in every county, and a general election is likely to end the political usefulness of "the deacon" and his friends. The month of January has been very fitly chosen. There are "cold days" at that season of the year, and there are fair prospects of some one getting "snowed under."

CURIOUS ACCIDENT.—On Monday, a curious accident occurred on Main street Yarmouth, by which two men had a narrow escape from serious injury. Some men were at work shingling the roof of Crowell's hardware store, and had a staging erected on the sidewalk for the purpose. Just south of the staging says the Times, a horse owned by Rev. Mr. Smith, of Hebron, was fastened to a ring in the curbing. Something startled the horse and it bolted, breaking the rein, and running up over the sidewalk. The waggon struck the scantling of the staging, carrying the whole structure down, and the team with pieces of the debris over it, continued up the street where another team was struck, the horse being tripped up and caught. When the accident occured, one man was working at the roof on top of the staging. He fell about four feet and brought up across a railing over the shop windows. Another man was just going up a ladder, raised against the staging, with a bundle of shingles. He dropped the shingles and seized the spout of the building, as staging and ladder were swept from under him. Thus no one was hurt, which is the strangest part of the occurrence.

A BOVINE BURGLAR.—Flett's store nearly robbed last night. A lady living next door heard an unusual thumping noise and looking out the window she saw what appeared to be a person trying to get in the back door of Fletts, store. The gentleman of the house was awakened and decided to scare the burglar away, and procured his seven-shooter. But before drawing a bead on him the matter was more fully looked into, and the nocturnal prowler proved to be a cow with her head caught in a barrel, which she was striking against the store door with every toss of head.—Campbellton Pioneer.

Weather Report.

POINT LEPREAUX, N. B., Sept. 12.—9 a m. wind east, fresh, fog, thermometer 62.

Mrs. Mead was lighting fire yesterday at Toronto with coal oil when her dress caught fire and she was burned to death.

SHILOH'S CURE will immediately relieve Croup, Whooping Cough and Bronchitis.

WAVES' WILD WORK.

BIG STORM ALONG THE EASTERN COAST.

Gale the Conclusion of a West India Cyclone.

[BOSTON HERALD.]

NEW YORK, Sept. 11.—It was a great storm. For a long time it will be referred to in the meteorological annals as the great cyclone of September, 1889. It was one of those merry-go-round storms, generated in the West Indies, where the wind goes whirling around in a circle perhaps 500 miles in diameter, and the nearer the centre one gets the harder the wind blows, until one reaches the heart of it, where there is a calm. This storm has been travelling along the gulf stream for a week, and for three days the northwest quarter of its arc has been over the northeast corner of Uncle Sam's domain. The wind has howled, as it always does when a cyclone is around, and there have been stirring times along shore. Such waves as are seldom seen have disturbed the beaches, and the people who owned boats and ships and bath houses. The rain has been particularly great between Cape Cod and the Deleware breakwater, but just how much property and how many lives have been lost at and near the sea, in consequence, is not known.

Ships Even With Streets.

The ships along the rivers on either side of the city looked at high tide this morning as if they were going to take a sail through the streets. At the Battery the water came up to within six inches of the top of the stone sea wall, and the white-crested waves broke over the wall and sent fountains of spray spurting far in on the stone pavement, to the great delight of a host of juvenile first warders. The guards of the revenue cutters Chandler, Washington and Manhattan, in their berths just south of the barge office, were even with the top of the stone pier, over which waves splashed, whenever a steamboat passed against the corrugated iron side of the barge office annex. The water in the river was at the ordinary high tide point at 8:30 o'clock in the morning. It continued to rise, pouring in to the sewer pipes and out of the culverts and flooding the streets, until at 9 o'clock West and South streets and nearly all the cross streets along the North and East rivers down town resembled a miniature dirty Venice, and garbage and filth came with the water out of the sewer. There was a depth of 18 inches of water in some of the streets, and cellars were full. At 10 o'clock the flow of water ceased, and at 10:30 the sewers began to drain the streets again. The cellars did not empty themselves though. You could float a rowboat in the dining room of Everett's Hotel, which runs through from Veasey to Barclay street. A lunch room on the corner of Cortland and West streets below the street level, had nearly four feet of water in it and a large fleet of sandwiches and pies. Next door in the basement [illegible] dollars worth of shoes were navigating in three feet of muddy water. Half a dozen barber shops along West street were literally washed out, and closed shop for the afternoon. There was a big demand for small hand pumps, and in an hour after high tide nearly 100 men could be seen working away pumping out cellars. The outer end of the Veasey street pier was covered with water, and several boxes of fruit floated out into the river. When the butchers in Washington market arrived in the morning they found their places alive with rats. They sent out for all the cats and dogs in the neighborhood and gave them a treat.

Owing to the washout of the Jersey Southern railroad at Highland beach, the Long Branch boats did not run after their first trip. "The sea in the lower bay is the worst I ever saw" said Capt. Warren of the Long Branch steamer Monmouth, "All the way up the Swash channel, and out by the Romer beacon, it was breaking badly, but the Monmouth hardly noticed it. We made our landing at Sandy Hook, but we were unable to make the Atlantic Highlands landing on account of the heavy sea and high tide.' The steamer Sandy Hook left Sandy Hook pier very early yesterday morning. Between the Southwest spit and the Romer a big sea struck her hard under the guard. just abaft the engine room. It sprung the deck planks for a distance of 30 feet, but did no other damage.

The Fall River line steamers Puritan and Providence had no trouble in making their passage west from Newport and Fall River on Monday night. "The wind was abaft the beam," said Capt John Hammond of the steamer Providence, "so we came along easily and almost before it, but I tell you there was a mighty ugly sea from Castle hill to Point Judith and from there to Block Island. I expect we'll catch it to-night going back." Mate Thompson of the Puritan said that the boat behaved splendidly in the heavy sea encountered. No damage was done to either boat. The Puritan had 1000 passengers, and a good many of them were very seasick.

Only one steamship, the Atalanta, swiftest of the fruiters, came into this port to-day. Her captain says the waves in lower bay were higher than he has ever seen them. The new white steamship Kaiser Wilhelm II. started seaward on schedule time, but did not venture any farther than Gravesend bay. The terrific wind tore down the wires between Sandy Hook and the ship news office, and there was no news by wire from the hook all day.

In And Around Philadelphia.

PHILADELPHIA, Pa., Sept. 10.—A severe wind storm, accompanied by rain, has prevailed in this vicinity all day. Fire alarm, police, telegraph and telephone, wires are prostrated all over the city and the telegraph lines throughout the state are reported to be in very bad shape. The damaging storm which has prevailed along the Atlantic coast since Sunday still continues, and reports received here indicate that the damage to railroad lines entering Atlantic City, Cape May, Sea Isle City, Ocean City, and other coast resorts is very great. The Camden & Atlantic and the West Jersey roads were unable today to get a train in or out of Atlantic City. The Reading Railroad Company managed to get one of its early trains out, but no more. The latest reports were that the heavy northeast wind was growing heavier, and that there was no sign of cessation. The Pennsylvania Railroad Company did not get a seashore train through today, excepting to Cape May. Ocean City is almost entirely under water, and the beach road, which is flooded by very high tide, is believed to be an entire wreck. On the Anglesea branch it was reported that three cars turned over on their sides, and that the passengers climbed out of the windows unhurt but very disconsolate, as they were compelled to make themselves as comfortable as possible on the sides of the cars. This report has not been confirmed at the Pennsylvania office, but it is believed to be true. Grave fears are entertained for the property at Atlantic City, as well as for the lives of the residents, for there would be no way of escape should the condition become more threatening.

A special from Cape May says: The heavy tide of last night washed over the beach drive east of Stockton Hotel and filled the meadows on each side of the city. The wind, which increased in force through the night, made the tide of the morning the highest for 13 years. The greatest apprehensions are felt concerning the tide, which will reach its highest point to-night. The horse car railway in front of the city was broken to pieces, and part of it has gone out to sea. On Poverty beach, on which is situated the Cold Spring Inlet life saving station, the waves went right across it, and three times lifted the government's station off its underpinning, and also completely demolished the Cape May and Sewell's Point railroad. The heavy seas on the meadows made an inlet, as was expected, in the beach just east of the life-saving station, and now a heavy volume of water is making it deeper every hour. So high was the tide that in Athletic Park there was four feet of water, and at the entrance gate it was 2½ feet deep. About 300 feet of the new board walk and drive of the Mt. Vernon Improvement Company, on the west end of their land, is completely destroyed. The outskirts of the city are nearly all under water, and many of the cottagers in the lower part of the town had to abandon the first floor and take to the second. The trains of the Deleware Bay and Cape May railroad can not run, and the only mode of travel from Cape May City to the Point is by carriages or wagons through two feet or so of water. It is not believed that $50,000 will repair the damage done there. Every yacht in the sounds and at the different sailing points about Cape May's fishing grounds was shored and several were damaged.

Telegraphic Flashes.

A scheme for spending $1,000,000 on harbor improvements at Montreal will be submitted by the City council to a popular vote.

Fourteen Chinamen were bonded a [illegible]

Selby G Allan charged with embezzling $1600 from H. E. Hamilton at Toronto has been released on bail.

Murdeth, ticket agent who was charged by the G T R with embezzling $9,008 pleaded not guilty at Toronto, yesterday. He was released on bail.

The traffic returns of the C. P. R. from 1st. to 7 September showed an increase of $77,000, over the corresponding period last year.

The case of a young man named John Hennesey who is serving a sentence for criminal assault on one Melinda Roberts, is being investigated by the Minister of Justice. A watchman who saw the whole affair swore Hennesey is entirely innocent and so is Michael Mulchy who was also charged.

Mrs. Bestarlemy, a widow for 11 years, and 45 years of age, belonging to Southwold, Ont., has brought an action for $5000 damages against Samuel Hunt, a prominent citizen of the same place, for seduction. A child was born about a month ago.

Thomas Dale, a farmer of Canton, Ont., died suddenly, yesterday, from drinking ice water while overheated.

The weather is fine and the attendance at the Toronto exhibition is daily increasing. At the turnstile yesterday $800 were taken. This is more than last year.

The next Dominion census will be taken in 1891. It is expected Canada will have nearly five and one half million people.

Exports from Ottawa during the last fiscal year amounted to $3,552,517.

Messrs McDougall & Co., of Galt, Ont., have agreed to make their moulding shop a union shop and pay minimum wages of $2.00. A lengthy strike is thus ended.

Ottawa now ranks as the sixth commercial port of Canada.

The cave in at Pokehollow, Penn., is the greatest disaster that has occurred in the coal region for years.

Steamships arriving at New York yesterday report having passed through a storm of almost imprecedented severity.

Archbishop Fabre at Montreal has ordered prayers on next Sunday for the sovereign pontiff.

A scheme for the construction of a ship canal between Edinburgh and Glasgow is announced.

Daniel McLean, the new Provincial Secretary for Manitoba. was a school teacher a few years ago.

A number of cases of cholera are reported in Athens, Greece.

A despatch from Laurel, Del., says the beach from Rehoboth to Lewes is strewn with wrecks and it is thought fifty lives are lost.

Liverpool Markets.

LIVERPOOL, Sept. 12.—Cotton quiet, moderate enquiry. Am middlings 6 11-16; sales 6000; spec and ex 500; rects 1400 bales, all Amn. Futures steady. Sept 6 41-63 D; Sept and Oct 5 57-64 D; Oct and Nov 5 44-64 D Nov and Dec 5 38-64 D; Dec and Jan 5 38-64 D; Jan and Feb 5 37-64 D; Feb and March 5 38-64 D; April and May 5 39-64 D.

Just received from Havana La Habanera, La Venis, El Amber, Angel Queens and Vicente Suarez Queens, wholesale and retail at Whitebone & Co. City Market Building, Charlotte street.

SECOND EDITION.

THE LONDON STRIKE.

FURTHER AUSTRALIAN CONTRIBUTIONS RECEIVED.

Cardinal Manning Writes to the Dock Companies.

BY TELEGRAPH TO THE GAZETTE.

LONDON, September 12.—Further contributions for the strikers are received from Australia.

The strike committee has nearly 12,000 pounds in hand.

Cardinal Manning addressed a letter to the directors of the dock companies. A reply is expected to-day.

The docks at Liverpool are unusually active.

The Bi-metallic Congress.

BY TELEGRAPH TO THE GAZETTE.

PARIS, Sept. 12.—The bi-matallic congress opened yesterday, 170 members being present, representing 23 governments. M. Magrin, in opening, said the abolition of the Bland act by America would lead to a great commercial catastrophe.

A Coal Mine Accident.

BY TELEGRAPH TO THE GAZETTE.

LYNCHBURG, Va., Sept. 12.—By an accident at the J. Ellico coal mines, Tennessee, yesterday, 18 persons were killed. No details.

Corporal Tanner Resigns.

BY TELEGRAPH TO THE GAZETTE.

WASHINGTON, Sept. 12.—Pension commissioner Tanner has resigned.

Letter From Rev. George Bruce.

TO THE EDITOR OF THE GAZETTE:—

SIR.—Your criticism of my action in writing on the question of the harbor commission leads me to ask permission to say a word or two in reference to the matter.

Let me say that I appreciate the kindly spirit in which your remarks were made. You, wrote however, evidently under a misapprehension of my intention, and as others who may have read my letter may no doubt have had the same impression, I thank you for calling attention to it.

First, I had no thought that the vote on the harbor commission was a matter of what we call party politics. I had indeed heard some persons say it would inevitably become so. I hoped sincerely it would not, and, seeing the names of prominent men of each political party on both sides, I came to the conclusion that we had escaped that danger and that we had before us a simple question as to the best method of improving the harbor. It was on this ground alone that I considered the question from first to last. I hope I may say here without any impropriety [illegible] am sincerely sorry to learn [illegible] more St. John has be[illegible] with a question affecti[illegible] upon it[illegible]

Then as to using my influence to persuade my congregation to a certain line of action politically. I have told you I had no political view in the matter. I could not, therefore, try to influence them in favor of one side or the other. Permit to say that in the Presbyterian church any such attempt on the part of ministers is unknown, and our whole belief and teachings so train us, ministers and people alike, in the principles of individual responsibility and judgment that any such attempt, if it were made, would be quite fruitless. Our people would not tolerate clerical interference and our ministers, sprung from the people, are in full and complete accord with them on this point and ever hold and teach this fundamental principle of civil and religious liberty, only asking for themselves, as citizens the like individual liberty of thought and action.

In a word let me say I wrote, as I did not intending to affect a single vote, and I know of no vote that was influenced by my writing, but to state the grounds upon which I should have to decide conscientiously, and using my best judgment in the matter. It now seems that a great many had come to the same conclusion as I did, desiring something which was not provided for as the question was presented to us, and I wrote simply to state the ground upon which I was placed in being asked to exercise my franchise as a citizen. G. BRUCE, St. John, Sept. 12.

N. S. Pickles and Fruit.

Horton is doing a big thing in cucumbers this season. John L. Gertridge and Davidson Bro's of Halifax are running rival pickling establishments in Gaspereaux. Their teams are running daily, and go out loaded down. The yield is beyond all expectations. They are each averaging nine hogsheads a day, and salt 22 at a time. The price paid farmers is 1¼ cents a pound. From 75 to 100 acres were planted this year. Small fruits have been a success. I am told one grower in Berwick sold his entire crop to a firm in St. John for 17 cents per quart and cleared $2,000. Other growers in Berwick have shipped to Halifax, and cleared from $300 to $1,000 for this season's crop. All agree the apple crop will be short, and if this dull weather continues the quality will suffer as well. There are very few plums in this locality: the quantity for market will be almost nil.—[Cor. M. Herald.

London Markets.

LONDON, Sept 11.

Consols 97 5-16 for money and 97 7-16 for account

United States Fours	130
Do. do. Fours and a half	
Atlantic and Great Western firsts	36½
Do. do do seconds	
Canada Pacific	70½
Erie	31½
do. Seconds	107½
Illinois Central	120½
Mexican ordinary	52½
St Paul Common	76½
New York Central	111½
Pennsylvania	55½
Reading	25
Mexican Central firsts	70½
Bar Silver	
Spanish Fours	73½

Money 3 per cent.
Rate of discount in open market for both short and 4 months bills is 3¼ per cent.

"HACKMETACK" a lasting fragrant perfume. Price 25 and 50 cents.

MC2398

POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sundays excepted) at No. 21 Canterbury Street.

JOHN A. BOWES, Editor and Publisher

SUBSCRIPTIONS.

THE EVENING GAZETTE will be delivered to any part of the City of St. John by Carriers on the following terms:

ONE MONTH	35 CENTS.
THREE MONTH	$1.00.
SIX MONTHS	2.00.
ONE YEAR	4.00.

The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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General advertising $1 an inch for first insertion and 25 cents an inch for continuations. Contracts by the year at Reasonable rates.

ST. JOHN, N. B. THURSDAY, SEPT. 12, 1889.

HARBOR IMPROVEMENT.

The defeat of the scheme for placing the harbor in Commission must not be taken as an indication that the people of St. John are ready to abandon all their hopes of future harbor improvement. The electors having declined to transfer the control of the harbor to a Commission, must be regarded as willing to assume the responsibility of making such harbor improvements themselves as are demanded by the necessities of the case. What these improvements are, there is no difficulty in ascertaining for they have been reported upon by the Engineer of the Dominion Government, Mr. Henry F. Perley, who recently made a survey at the instance of the Board of Trade. Mr. Perley proposed three schemes for harbor improvement in his report which was presented to the Common Council in January last, and he gave estimates of the cost of each which we will assume to have been correct. The three schemes, briefly stated were as follows:—

1. To build a wharf 715 feet long and 100 feet wide on the harbor line from Reed's Point wharf towards the end of the I. C. R. pier, with which it would be connected by a drawbridge 80 feet long. This wharf would have a depth on the outer face of 26 feet at low water, spring tides and of 25 feet in the inner face, to be obtained by dredging. Mr. Perley's estimate for this work is $337,500, and is calculated as follows:—

Wharfing	$ 245,000
Dredging	50,000
Drawbridge	15,000
Rails to Corporation Pier	7,500
Sheds, turntables &c.	20,000
Total.	$337,500

This wharf would give accomodation to four steamers each averaging 350 feet in length.

2. To build a prolongation of the Long wharf, North End, southwardly a distance of 500 feet into the harbor, and to dredge to [illegible] of 30 feet on both faces. This would [illegible] accommodation to two steamships [illegible] size, vessels like the [illegible] of Rome. [illegible] vided as follows:

Wharfing	$ 255,000
Dredging	20,000
Rails, etc.	5,000
Sheds, turntables, etc.	15,000
Total.	$295,000

3. To build a wharf at Sand Point on the harbor line, southerly towards the Beacon, enclosing the present wharf and extending to a length of 1000 feet. This wharf would have a depth of 30 feet at low water and would accomodate three steamers of moderate size or two very large ones. The estimate of cost is $254,000 divided as follows:—

Wharfing	$ 207,000
Dredging	25,000
Excavation	2,000
Rails &c.	5,000
Sheds, turntables &c.	15,000
Total	$254,000

The territory ceded by the city at Sand Point for terminal facilities is 1600 feet in length, and a wharf of that length, on the harbor line would cost about $410,000. Such a wharf would accomodate four large steamers or three of the very largest size, and most people are of the opinion that it would be better to build a wharf 1,600 feet long in the first place, even if it was somewhat in advance of the requirements of business.

Mr. Perley treats these three separate schemes as rivals of each other, and gives the preference to the first, which we have described. In our opinion, however, they ought to be regarded not as rivals, but as essential parts of a comprehensive scheme of harbor improvement, and the city should consider itself bound to carry them out, as they can be dealt with. Each has its own peculiar advantages The wharf from Reed's Point to the government pier would form the natural terminus of the Intercolonial railway and the increasing business of that road would in time keep it fully occupied. The Intercolonial will become in the course of a few years the medium of a much larger St. John business than it has at present. The Central Railway will bring it a large lumber and coal traffic. The Central Railway will tap the Grand Trunk's proposed line from Edmundston to Moncton, a line which in our opinion is certain to be built, and will give us a competing line to Quebec. The Central will gradually extend to the Miramichi and we shall see lumber brought over it for shipment at St. John from the Miramichi district, in winter certainly, and possibly in summer also. Thus all the wharf accommodation that can be had north of the present I. C. R. pier will be needed by that railway.

The extension of the Long wharf, or some similar improvement of the harbor facilities of the North End is equally necessary. Now that Portland is a part of the city it must be treated as such and advantage taken of its fine natural position. Its watter front is admitted to be the safest portion of the harbor and it is only a matter of wharf building and dredging to make it the best. If we are to have large steamships coming here of the Umbria class the Long Wharf extension would seem to be the proper place for them to lie at, and this wharf would also be the best for the reception or shipment of West India freight such as we hope to see go by regular liners at no distant day. The Portland section of the harbor must not be allowed to fill up, according to the programme outlined by Mr. Hurd Peters, but must be utilized and improved.

Carleton's interests must not be neglected in any scheme of harbor improvement. that the corporation may adopt, and Carleton is possessed of advantages for Short Line traffic which no other section of the city can boast. We therefore regard the construction of a deep water wharf with suitable wharves and elevators at Sand Point as an absolute necessity, and as if possible more urgently demanded than either of the other improvements which Mr. Perley suggests. The truth of the matter is that until improvements are effected at Sand Point we cannot command any heavy freight traffic by the Short Line. It will be observed that in Mr. Perley's estimate there is no sum put down for elevators, but the building of at least one elevator at a cost of say $50,000 will be necessary at that point.

Grouping these three schemes of improvement together let us see what the making of our harbor what it ought to be is likely to cost. Mr. Perley's estimates are as follows:

Reed's Point Extension	$337,500
Long Point Extension	295,000
Sand Point wharf	254,000
Elevators, &c.	50,000
	$936,500

Add to this sum $20,000 for extending Pettingill's wharf, and $50,000 for rebuilding Reed's Point wharf and I will bring up the expenditure necessary for harbor improvements to a round million dollars. These improvements will give us the following wharf accomodation for steamships, in addition to what we already possess:—

At Reed's Point	4 steamships	each 350 feet	long
At Long wharf	2 "	" 500	"
	1 "	" 200	"
At Sand Point	3 "	" 330	"
At Pettingill's	1 "	" 330	"

Making a total of eleven steamships, two of the largest size, that would be provided for by this comprehensive scheme of harbor improvement at a cost of $1,000,000. From this must be deducted the berth occupied by small steamships at the south face of Reed's Point wharf which would be no longer available. This berth is 180 feet in length. The total length of harbor front added by the proposed improvements, would be 3250 feet, from which deducting the 180 feet destroyed at Reed's Point, we have left 3070 feet. The estimate of cost at Long wharf does not include any sum for the acquisition of private property, no estimate being given in Mr. Perley's report.

The expenditure of a million dollars for harbor improvements may appear a large sum to those who have regarded the report of Mr. Hurd Peters as the embodiment of all human wisdom, but if we expect to put our harbor in first class condition and give each section of the city an equal chance of improvement the expenditure must be faced. St. John has reached a crisis in her history when all our hopes of [illegible] this great [illegible] or realized at a large outlay at the expense of our taxpayers. There is now no middle course. St. John must either make its harbor fit to accommodate large ocean steamships, or be content to sink to the status of a second class port, only capable of accomodating vessels engaged in the deal trade.

NOTE AND COMMENT.

It looks now as if the London strikers were likely to win. Subscriptions are flowing in quite freely and some of the wharfingers are yielding to the demands of the men. The pay they ask for, 6d an hour, is not large when it is considered that their work is intermittent and that many of them are only able to obtain work about half the time.

Many years ago when it was proposed to run the rails to the river front at St. Louis in order that freight might be transferred easily from the steamboats to the cars, it was objected that this improvement would throw twelve hundred draymen out of employment The improvement was not made, other cities like Chicago did what St, Louis refused to do and the latter city lost the trade it had enjoyed. The draymen who had been employed in trucking goods from the steamboats to the cars disappeared. Then the cars were brought to the river front but it was too late, the trade was gone never to return. Shall it be thus with St. John?

The Telegraph modestly claims the credit of having defeated the harbor commission and modestly adds that the views it expresses are always right. For many years, when the Telegraph was edited by the late William Elder, it advocated placing the harbor in commission in the strongest terms, and in the most persistent fashion, The Telegraph therefore could hardly have been right then if it is right now. The Pendosquis man probably means to say he is always right, and that he is a much abler man than Mr. Elder was and more capable of conducting the Telegraph. It is the old story of the living jackass kicking the dead lion.

We publish elsewhere a letter from Rev. George Bruce explaining his motive in publishing a letter in the Globe on harbor commission the evening before the election. Mr. Bruce probably has learned since then, that the Grits in St. John made the question a political one, and that the great canvass against the commission used among the Grits was "shall we put the harbor into the hands of a Tory government." With the exception of a few enlightened Liberals like John McMillan the entire opposition party in St. John voted against harbor commission. No doubt if Mr. Bruce had known the true situation, he would have refrained from taking any public part in the contest.

At Westfield on Monday Mrs. McGovern was thrown from a carriage and died in about two hours afterwards. She leaves six sons and four daughters.

THE LONDON MURDER.

ARE THERE TWO MURDERERS IN WHITECHAPEL?

Significance of the Latest Tragedy—Whitechapel Only Apathetic.

LONDON, Sept. 10. Thousands of Londoners daily take the trains of the Great Eastern railway at Fenchurch street, which rises above the grade of the populous thoroughfares in Whitechapel, and on a level with the housetops crosses the Thames. Below London bridge the masonry of the railroad structure has cut up the street below into irregular sections, which end in blind alleys against the arches on one side, and start abruptly from the stone piers on the other, leaving gloomy recesses and deserted courts in the centre of a densely populated slum. The higher arches of this steam roadway are rented to contractors, coal dealers and junkmen. Lower down they are boarded up to a height of 10 or 15 feet, and where the stone trestle is lowest the empty spaces under the arches are used as receptacles for garbage, and during the daytime as a playground for the squalid children of the wretched tenement houses in the adjoining streets. As a consequence of its location, Pinchin street in Whitechapel, running alongside and partly under the railroad structure, is at night deserted and silent in a centre of a neighborhood teeming with the vilest of the human dregs of London. Cable street, one of the main arteries of travel in that part of the city, intersects Pinchin street just below on an intermediate arch, and a block to the westward Leman street, a great mercantile thoroughfare, runs from Whitechapel road to the river, and from it Back Church lane abuts upon the railroad masonry. A gloomier spot, or one better fitted for a tragedy, may not be found in all London.

Early this morning a police officer whose beat is through this lonesome district detected in the growing light what seemed to be a human body under one of the lowest of these dark arches, and turning the light of his bullseye lamp upon it a terrible and sickening sight was disclosed. Lying breast downward upon the ground was the nude trunk and arms of a woman's body.

THE HEAD AND LEGS

had been severed and carried away, if indeed, the tragedy had occured on the spot, and a battered and bloody chemise was thrown over the corpse. The policeman blew his whistle, a signal for the murderer to get out of the way, and, after abundant time had elapsed for any one to escape from the neighborhood the police formed a cordon around the spot and a search was made, with the result that three drunken sailors were found in a state of alcholic coma under the next arch whose condition effectually exculpated them from any complicity in the crime. The reporters were carefully excluded from the spot, and the usual marvellous assinity of the London police force brought to bear on the case. The result is this—the ninth murder within a period of 18 months in Whitechapel remains as great a mystery as the other eight.

This part of London is teeming with detectives and policemen. A base ball player could throw a stone from the spot where the Berner street murder was committed by Jack the Ripper Sept. 30 last year to the arch where the body was found this morning, and from the arch he might throw another stone into the Leman street police station, and yet, right through these swarming detectives and policemen, somebody had brought that dead body and thrown it under the arch, [illegible] spot, and the head and arms taken away. The only reason for doubting the sanity of the first theory is that the police hold to it. The body is evidently that of a young woman between 20 and thirty years of age, and there is absolutely nothing about it in its mutilated state to give the slightest clew to its identity. The hands are not those of a working woman, but there are no marks on the fingers by which it could be conjectured whether or no she had ever worn a wedding ring. She was undoubtedly one of the unfortunates who patrol the streets of Whitechapel, But this is evidently not one of "Jack the Ripper's" crimes, and neither was that artist responsible for the previous murder in Castle alley on July 16 last.

The terrible significance of this morning's discovery is that it reveals the fact that there are two series of murders being committed by two separate thugs, under the eyes of the police, in the heart of London today. An instance is

THE FOURTH TRAGEDY

in which only the trunk of a woman's body has been found, and the head and limbs not discovered. The first was found in Rainham, where it had been thrown up by the Thames, three years ago; the second was the body found on the embankment near Charing Cross soon after; the third was the trunk found in Battersea Park last spring the legs of which were afterward cast up by the Thames. In these three instances the bodies have remained unidentified and the heads have never been found. The present case will doubtless be identical, as the prevailing theory is that this murderer bludgeons his victims and then severs and burns the heads, throwing what other members he is unable to dispose of otherwise into the Thames. Four undetected murders, therefore, lie at the door of this savage. The seven murders in which abdominal lacerations occurred between April 3 and Nov. 9, 1888, may be attributed to the Ripper, and the one of July 16 last to a vulgar imitator of the Ripper. In all there have been 12 murders, in circumstances which should render the perpetrators unusually easy of detection, but to whom the police have not the slightest clue.

The London newspapers picture Whitechapel in a state of panic-stricken excitement to-day. Whitechapel, however is in a state of torpor. The people have become so accustomed to these tragedies that they cease to excite anything more than a mild interest and a vague wonder in the minds of street walkers as to which one will be taken next. When your correspondent visited Pinchin street under the railway arch at midnight to-night, a crowd had gathered about the police cordon which, for some inscrutable reason is drawn about the spot where the body was found. Numbers of women lay asleep on the sidewalk, and others were talking and jesting with the policemen, but the great body of men, women and children only stared apathetically at the black hole where the trunk was found and perhaps found a species of gratification in conjuring up the probable details of the crime in their morbid imaginations. The police are as much in the dark now as they were when the body was found this morning, or when the 12 other bodies were found on 12 other morning.

A new press has been provided for the Moncton Times by its enterprising proprietor Mr. H. T. Stevens.

Good Advice.

To be healthy and have lots of life and vim, be careful in diet, take plenty of sleep, and regulate the bowels, bile and blood with Burdock Blood Bitters, a sure cure for constipation, biliousness, dyspepsia, all blood humors, scrofula and all broken down conditions of the system.

SUNSET COX DEAD.

The Career of an Active New York Politician.

NEW YORK, Sept. 11.—Hon. Samuel S. Cox, member of congress from this state is dead.

Samuel Sullivan Cox was born in Zenesville, O, Sept. 30, 1824. His father was Ezekiel Taylor Cox, a member of Ohio Senate in 1832 and 1833. He attended the Ohio University at Athens and graduated at Brown in 1846. While in college he maintained himself by literary work and carried off many prizes.

He returned to Ohio to practice law, but laid it aside and went to Europe. On his return, in 1853 he became editor of the Columbus (O.) Statesman, and thereafter turned his attention to political affairs.

He attained the sobriquet of "Sunset" Cox from a gorgeous descriptive article which he wrote and published in the Statesman.

In 1855 Mr. Cox declined the proffered Secretaryship of Legation in London, but shortly afterwards accepted a similar appointment at Lima, Peru. Here he remained one year and returning was elected to Congress and served four continuous terms from Dec. 7, 1857 to March 3, 1865. He was Chairman of the Committee on Revolutionary Claims for three terms.

Mr. Cox was a delegate to the Chicago, New York and St. Louis Democratic Conventions of 1864, and 1876.

In 1866 he moved to this city and was again elected to Congress, and served four consecutive terms. He was a candidate for Speaker of the Forty-fifth Congress and, although not elected, served frequently as Speaker pro tem.

In this session he took upon himself the work of the new Census law. He was the author of the plan of apportionment adopted by the House, and also introduced and championed the Life-Saving Service bill that finally passed. He also brought about the raising of salaries of letter carriers, and granting them a vacation without loss of pay. He was one of the committee to investigate the doings of Black Friday, Federal elections in cities, the New York Post Office, and the Ku-Klux troubles. For years he was a Regent of the Smithtonian Institution.

In 1869 he visited Europe and Northern Africa, including Italy, Corsica, Algeria and Spain.

In 1872 he was defeated as candidate at large for the State, but the death of his opponent necessitated another election and Mr. Cox was again returned to his seat. He was re-elected in 1874, 1876, 1878 and 1880, making twelve consecutive years of service.

In 1882 Mr. Cox visited Sweden Norway, Russia, Turkey and Greece. In 1885 he was appointed Minister to Turkey, but returned in a year and was again sent to Congress.

Mr. Cox was an effective and humorous speaker, writer and lecturer. In addition to his journalistic work, he had published "The Buckeye Abroad," "Puritanism in Politics," "Eight Years In Congress," "A Search for Winter Sunbeams," "Why We Laugh," "Free Land and Free Trade," "Arctic Sunbeams," "The Three Decades of Federal Legislation," and others.

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200 Bags F F Salt,
37 Cases Canned Clams,
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In the matter of the Maritime Bank of the Dominion of Canada (in liquidation).

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

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

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

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

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YARMOUTH, N. S.

Removal Notice.

JAMES S. MAY & SON,
Merchant Tailors,
HAVE REMOVED TO THE
Domville Building, Prince Wm. St.,
premises formerly occupied by the Bank of Montreal, and are now ready for business.
Stock Complete for Summer Trad. and will be added to from time to time with the Latest Incoming Novelties.

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

OAK HALL.
CUSTOM DEPARTMENT

BUSINESS SUITS
—FOR—
GENTLEMEN $17.

The designs are stripes and indistinct checks. These suits are worth and would readily sell for $22, but in order to give our patrons more for their money than they can get elsewhere, we have decided to sell these suits for

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PANTS MADE TO ORDER, $3.50.

SCOVIL, FRASER & CO.,
Corner King and Germain street.

AT THE

COMMERCIAL BUILDINGS,

we are clearing out one of the

BEST STOCKS
—OF—
GENERAL DRY GOODS

that has ever been sold in this city. The greatest part of this stock was contracted for this

FALL'S TRADE,

and the goods are now coming forward and placed in stock and the whole are offered at such low prices for cash that there can be no doubt but persons who want to buy for cash can save money, as there is no humbug about the business, as it must be wound up as soon as the stock is sold; the store and premises is now to let for a term of five years; apply on the premises.

J. W. MONTGOMERY.
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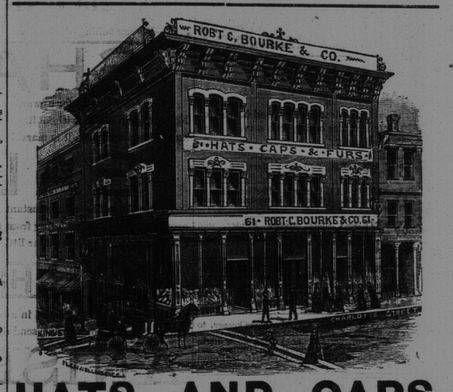

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Horses Boarded on Reasonable Terms.
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MC2398

POOR DOCUMENT

Lend Me a Shilling.

By AUTHOR OF "BLINDPITS."

[CONTINUED.]

"DEAR JAMES—I won't tell you what you are to see, but please don't neglect your turnips on any account. I am yours affectionately, S. WRIGHT.

"The Hawthorns, July 22, 18—."

"DEAR SARAH—Is it a thing I could see between Saturday night and Monday morning? I could come then, if that will do. Yours ever, J. JAMIESON.

"Justinlee, July 22, 18—."

"DEAR JAMES—That will do, capitally. You must see it on Sunday—you can't help it—but we must not speak of it on that day. I shall expect you; don't fail me. S. WRIGHT.

"The Hawthorns, July 23, 18—."

Accordingly Mr. Jamieson arrived at the Oxhaugh station on the next Saturday evening. Miss Wright met him and drove him up to The Hawthorns.

"Well," he said, "what is it I'm to see?"

"You'll find that out when you see it."

"When am I to see it?"

"To-morrow."

"Can I not see it to-night?"

"Well, if we were to take strong measures we might, but it will be better to wait till to-morrow."

"Strong measures! What can it be? Where am I to see it?"

"At the church."

"At the church! It's not a grave, is it? Is Ossian or the Venerable Bede or Mary of Lorraine or John Knox's first wife buried here?"

"I don't know; they may be, all four of them. It's not a grave you are to see, but you must look grave when you see it. Mind that, above all things."

"Shall I be inclined to laugh? Is it funny?"

"Oh, very funny. But we had better say no more about it; you'll see it in good time, and you won't need me to point it out."

"Very well; I'm not curious. I feel as I do when I'm reading a story where there is an extraordinary mystery always kept before you; you know that nothing can possibly happen to justify the expectations that have been raised. However, if I get away on Monday early in the morning, I don't mind."

"Certainly, you can go by the first train, and I'll drive you down with great pleasure, and very likely we shan't see you all summer again."

"What! do you think I shall take offense at your nonsense? Not a bit."

"We shall see."

Next morning the Wrights and their guest were seated in their gallery in very good time. Miss Wright watched the people coming in, and at length, when she saw the Bertrams enter, she fixed her eyes on her cousin's face to note the effect. The Bertrams were settled in their seats with their faces full in sight before he noticed them, then all at once he saw and knew the eyes that had gleamed on him from the carriage window at Summertown station, and he bent his head and smiled with the kind of expression people have when they find out they have been pleasantly fooled. He turned to Sarah and whispered, "Who is she? what is she?"

"Hush! hush!" she exclaimed, gravely; "it's a subject we must not speak of today."

VIII.

"Will," said Katie Bertram as she and her brother were together in the garden in the evening, "was the gentleman who was in the Wrights' seat today the person who was with them when they were here?"

"Yes," said Will, shortly.

"Well, he was the man who lent me the shilling at the railway station, you remember?"

"I remember well enough; he was the man, was he?"

"Yes, and Mrs. and Miss Wright were the two ladies who would not believe a word I said."

'Not Miss Wright, surely?" said Will.

"Yes; she said to her mother that asking money on some pretext was becoming a regular dodge at all the railway stations."

"I could have supposed that of Mr. or Mrs. Wright—they are narrow minded people, and narrow minds are always suspicious—but I can hardly believe that of her. She must have learned it from them, and her own dispositions have not asserted themselves yet."

"But how will they agree?" said Katie.

"They'll never agree after they are married, they are so different."

"Except that they have been seen speaking together, there is nothing to make any one suppose they have the least intention of marrying."

"I think it would be a pity," said Katie.

"A great pity," said Will; "it is always a foolish thing for cousins to marry."

"Oh, they are cousins, are they?"

"Yes; he called Mr. Wright uncle, so I infer they are cousins. You should go and call on her, Katie."

"I call on her! Why, she won't think us her equals at all. Besides, it is not pleasant to call on people who suspected you of a regular dodge."

"Well, well, just as you like," said Will. "I think myself quite her equal, whatever you do."

"It's not whatever I do, it's whatever she does, that is the question. Does Mr. Jamieson stay with them always, do you know?"

"I know nothing about it," said Will shortly, and he walked away to another part of the garden.

Next morning Sarah came down equipped for driving, and ready to give her cousin his breakfast before they started.

"You see I always keep my promises, James," she said; "and now that it is Monday morning we may speak of it as much as you like."

"It does not keep a baker's shop," said he.

"No, my wisdom was at fault there; she is the manager's sister. I mean to call today and apologize for my horrible suspicion at Summertown, and if she'll come I'll bring her up to spend the day."

"Well, you can't do more than apologize, or less than ask her to visit you."

"Get on with your breakfast, please; I don't mean that you shall miss this train. Turnips first, and beauty in distress afterward."

"I'm ready; I don't mean to miss this train either." And they started.

When they came in sight of the manager's house Sarah said, touching his arm: "James, the blinds are still down; she must be sleeping. They say even a criminal is holy while he is sleeping; what must she be?"

"It's a pity you are not sleeping too, I think," said he. "The manager is not asleep, at least; there he is, standing at his gate."

"So he is; we must speak, even at the risk of losing the train." And she drew up. "Do you think," she said to Mr. Bertram, "that it would be convenient for Miss Bertram for me to call as I come back—I am anxious to speak to her? I would have called last week, but the country air, and the thing I want to speak about hanging on my mind, made me bashful."

"Quite convenient. I will tell her to expect you."

"And tell her I should like if she would go up with me and stay till evening if she can."

"I know of nothing to hinder her, and I'll come and bring her home."

"Good-by, then. We haven't a moment to lose; Mr. Jamieson must catch the train—it is of the last importance;" and she touched the horse with her whip and sent him on at a fine speed.

"Now," she said, "here you are, James, in time. I'll not come out, as I can't leave Gip. Good-by! We shall not expect to see you till November, when you have got the harvest well in, but I'll write and tell you what I think of her. What a pity you could not stay till to-morrow! Farewell!"

"Farewell!" said he. "I think you'll find Mr. Bertram's conversation informatory, as the newspapers say."

"I have no doubt I shall. Just come down a peg, will you, and ask me to help you with beauty in distress?"

"Thank you; I don't need help, but I'm not the less obliged. Good-by!"

IX.

It was a curious thing that a week after, the following Monday, when Mr. Bertram left the mill between 5 and 6 o'clock, he met Mr. Jamieson. They shook hands.

"You are on the way to The Hawthorns, I suppose?" said Mr. Bertram.

"No, I was not thinking of going tonight; I am just going home again."

"Indeed! but you'll come in for a little? Have you time? I am going in to tea, and it will be ready. Katie, my sister, will be glad to see you, too; she told me it was you who helped her in her strait at the railway station."

"Did she remember me?" asked Mr. Jamieson eagerly.

"Of course she did; she hasn't had so many adventures as to forget that one; and I feel obliged to you for helping her."

They went in and found Mrs. Bertram and Katie waiting for Will; they were both much pleased to see Mr. Jamieson.

"I didn't know when you were here before," said Mrs. Bertram, "that we were obliged to you for being kind to Katie when she was in perplexity."

"I knew you as soon as I saw you in the church," said Katie.

"So I did you," said Mr. Jamieson.

"I wonder a little at that," she said, "for I don't find many people have such a good memory for faces as I have."

"Ah, but I don't remember every face I see," he answered.

"You'll be on your way to The Hawthorns?" said Mrs. Bertram.

He had to explain again that he was not on his way to The Hawthorns.

The manager thought, "if he were engaged to Miss Wright he would never be so near without going there; even if he is here on business he would have turned it so as to go there."

Mr. Bertram was by no means a dunce, but the idea of Katie having a lover had never dawned on him; she had had no lover yet. Mrs. Bertram, with the pride of fallen fortunes, had not cultivated society of any kind; Will had attended to his business late and early, and had not cultivated it either; so Katie was much in the position of the lovely young Lavinia when the pride of swains crossed her path.

It was a warm summer evening, and with the window thrown up they sat and talked till Mr. Bertram got impatient, for he had to go to the mill again; and he wondered how long his guest meant to stay. One train hour was past and another imminent, with no sign of movement. At last he said he would run over to the mill and come back in a little. Then Mr. Jamieson said they would look at the garden till he returned, and Katie went out with their visitor to show the garden.

Katie, in light summer garments moving about among flowers, showed to much greater advantage than she did wrapped in a dark cloak, as Mr. Jamieson had first seen her. She looked very happy and serene, but she did not talk much, nor did he. He had meant to sit in judgment on her, but he could no more do it than he could fly. She stooped over a flower bed and pulled a pansy. "See," she said, "if you gaze into that flower a while you'll catch yourself wondering it does not speak—at least I do often."

"Thank you," he said, "I'll put it in my buttonhole. Perhaps it will speak to me as I go home. You have got acquainted with my cousin Sarah, I suppose?"

"Yes, a little."

"And how do you like her?"

"Very well; she is frank and kind."

"And clever," he said. "I wondered how she made such a mistake about you at Summertown."

Kate blushed and said, "I don't like to think of it."

"But you don't object to my thinking of it; it is pleasant to remember one's meritorious actions."

"You must have thought me wicked for a whole fortnight."

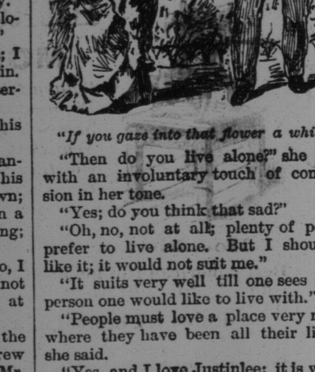
"No, I didn't; I merely suspended my opinion. Were you far beyond Summertown that day?"

"Not beyond it at all. I was visiting an old friend of mamma's who lives two miles to the west of it."

"Then perhaps you don't know the country farther on?"

"No."

"Justinlee is five miles farther on; that is where I live and where I was born. I succeeded my father in the farm. There are only three of us now—myself and two sisters—and they are both married."



"If you gaze into that flower a while."

"Then do you live alone?" she said, with an involuntary touch of compassion in her tone.

"Yes; do you think that sad?"

"Oh, no, not at all; plenty of people prefer to live alone. But I shouldn't like it; it would not suit me."

"It suits very well till one sees some person one would like to live with."

"People must love a place very much where they have been all their lives," she said.

"Yes, and I love Justinlee; it is worth loving. I wish you had seen it; it is an old house, with additions built to it, not regular, but very picturesque, and from the windows you look over a great stretch of sea and land."

"I am sorry," said Will, who had come up to them through the garden, "that I was kept longer than I expected."

"Well," said Mr. Jamieson, "I am sorry that it is time for me to go. Perhaps if you have nothing better to do, you will walk with me to the station?"

"I shall be very glad," said Will; "and, Katie, you might come, too, or have you been walking today already? But come, you don't look tired, and it will do you good."

"Oh, yes," she said, "I'll go."

When Mr. Jamieson bade Mrs. Bertram good-by she said she hoped he would call on them again any time that he was passing to The Hawthorns, which he very heartily promised to do, and said it was likely that he would be often there in the course of the summer.

The trio were not far on their way when whom should they meet driving but Miss Wright? She saw them approaching, and drew up her horse as she came near. After they had spoken she turned to Mr. Jamieson and said: "No wonder, James, that you despised my help; you certainly are independent of human aid."

"Yes," he said, "in the matter you spoke of."

"Quite so, in the matter I spoke of. How are your turnips looking?"

"Very well indeed; they only need a shower to be all I could wish."

"I am glad of that. Couldn't you come up with me and stay till to-morrow? I really had no hope of seeing you till November."

"Thank you, no, not to-night, but I'll come next week for a day or two."

"Very well," she said, and drove on.

Mr. Bertram came back, sure that his mother was mistaken entirely as to the relations existing between Miss Wright and Mr. Jamieson; and Katie, she thought of Mr. Jamieson, her thought as yet being like the faintest breathing on a mirror, but as he came and came again his full image rose to the surface and remained there.

One day Will said (for even yet the thing had not occurred to him): "I wonder, Katie, what brings that man here so often?"

Kate blushed. "It must be his own good pleasure," she answered.

Will said no more; the matter stood revealed to him at last, and he had a queer, stinging feeling that the sister of whom he was so fond, and who had been about him like one of his own hands all his life, was weaned away from him. Yet he could have chosen no better brother-in-law, and he knew it.

On the 10th of October, the anniversary of their first meeting, Mr. Jamieson transferred Katie Bertram to Justinlee. They went on no wedding tour, preferring to live the memories of the honeymoon in their own home, and postpone the tour of Europe till they should grow rich; it is well that people should keep some new pleasure before them to bear them up under the burden of riches. But the aunt whom Mr. Jamieson had been on his way to visit when youth and beauty in distress appeared to him, presented the bride with a sumptuously bound book of travels entitled "Forty Days in the Desert." She must have thought this an appropriate gift for people entering on the honeymoon, as she repeated it on the occasion of Miss Wright becoming Mrs. Bertram, which event occurred in the course of another year. The presentees enjoyed the joke; there are times when even a small joke is as sweet manna in the—well, desert.

Mr. Bertram had before his marriage got a partnership in the mill, and Mr. Wright, having bought The Hawthorns, proposed resigning that place of residence in favor of his daughter and her husband, but Will declined it; he knew that being obliged to such a man as Mr. Wright meant always taking his advice when offered, and having it offered very frequently. Sarah was quite willing to live in the manager's house till her husband could afford a better one. Mrs. Bertram Senior continued to live in her son's house, except when she visited her daughter; and if, as is said, mothers and daughters-in-law always disagree, this case must have been the exception that proves the rule, for the two ladies agreed admirably; while Mr. Bertram, by diligently holding his tongue and letting his father-in-law speak, found much favor in that gentleman's sight. Mr. Wright, being the kind of self made man who thinks when he takes any one by the hand that he makes him too, felt that when Will became his son-in-law he, by reason of reflected consequence, became a man of mark and consideration; even Will's dreaming visions of scientific progress, although Mr. Wright did not at all approve of them, he quoted to others with pride, but then, as he said, "Mr. Bertram was a practical man as well as a dreamer."

If the ill natured railway clerk happens to see this account of all that hung upon his disobliging humor, what will he think? Let him not be encouraged to do evil that good may come; if Cupid made an opportunity out of his ill nature for shooting an arrow, no thanks to him.—Lippincott's Magazine.

THE END.

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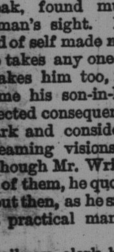
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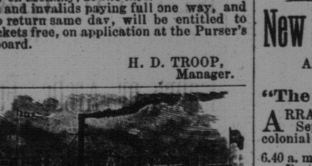

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INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT. 1889.

ON and after MONDAY, 10th June, 1889, the trains of this Railway will run daily (Sunday excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN

Day Express for H'f'x and Campbellton....	7.00
Accommodation for Point du Chene........	11.10
Fast Express for Halifax..................	14.30
Express for Sussex......................	16.35
Fast Express for Quebec and Montreal....	16.35

A Parlor Car runs each way daily on Express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John 16.35 and take Sleeping Car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN.

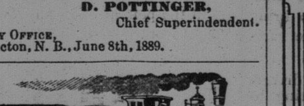
Express from Sussex......................	8.30
Fast Express from Montreal and Quebec....	10.50
Fast Express from Halifax................	14.50
Day Express from H'f'x and Campbellton .	20.10
Day Express from Hfx, Pictou and Mulgrave.	23.30

The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superindendent.

RAILWAY OFFICE, Moncton, N. B., June 8th, 1889.



New Brunswick Railway Co'y.

ALL RAIL LINE TO BOSTON &C.

"The Short Line" to Montreal &c.

ARRANGEMENT OF TRAINS: in effect Sept. 16th, 1889. Leaves St. John Intercolonial Station—Eastern Standard Time.

6.40 a. m.—Fast Express for Bangor, Portland, Boston, &c.; Fredericton, St. Stephen, St. Andrews, Houlton, Woodstock and points north. Pullman Buffet Parlor Car for Boston.

8.45 a. m—Accommodation for Bangor, Portland, Boston, &c.; Fredericton, St. Stephen, Houlton, Woodstock.

3.00 p. m.—Fast Express, "via Short Line," for Montreal, Ottawa, Toronto and the west; St. Stephen, Houlton and Woodstock. Canadian Pacific Sleeping Car for Montreal.

4.45 p.m—For Fredericton and intermediate points.

8.30 p. m—(Except Saturday night)—Express for Bangor, Portland, Boston, and points west; St. Stephen, Houlton, Woodstock, Presque Isle &c. Pullman Sleeping Car for Bangor.

RETURNING TO ST. JOHN.

FROM BANGOR, 6.00 a. m.; 3.35 p. m., Parlor Car attached; 7.30 p. m., Sleeping Car attached.
MONTREAL, "via Short Line," 8.30 p. m. daily, except Saturday. Canadian Pacific Sleeping Car attached.
VANCEBORO ¶ 1.15, 10.55 a. m. 7.10 p. m.;
WOODSTOCK 7.50, 10.30 a. m., 8.20 p. m.;
HOULTON 7.40, 10.30 a. m., 8.30 p. m.;
ST. STEPHEN 9.00, 11.40 a. m., 3.15 10.20 p. m;
ST. ANDREWS 6.45 a. m.
FREDERICTON 6.00, 11.20 a. m., 3.20 p. m.;
ARRIVE AT ST. JOHN ¶ 5.45, 8.20 a. m., 2.10, 7.10, 10.30, p. m.

LEAVE CARLETON.

7.55 a. m—For Fairville, and points west.
4.40 p. m—For Fairville, Fredericton, and intermediate points.

ARRIVE AT CARLETON.

8.45 a. m—From Fairville, Fredericton &c.
5.10 p. m—From Fairville and points west.

A. J. HEATH, Gen. Pass. and Ticket Agent.
F. W. CRAM, Gen. Manager.

Shore Line Railway.

ST. STEPHEN & ST. JOHN!

Eastern S[illegible]

ON and after MOND[illegible] run daily, Sunday[illegible] LEAVE St. John at [illegible] 7.30 a. m., for St. Geo[illegible] mediate points, arriving in St. George at [illegible] m.; St. Stephen 11.55 a. m.

LEAVE St. Stephen at 8.00 a. m.; St. George 10.00 a. m.; arriving in Carleton at 12.20 p. m.; St. John at 12.40 p. m.

Freight up to 500 or 600 lbs—not large in bulk—will be received by JAS. MOULSON, 40 Water street, up to 5 p. m.; all larger weights and bulky freight must be delivered at the warehouse, Carleton, before 6 p. m.

Baggage will be received and delivered at MOULSON'S, Water street, where a truckman will be in attendance.

W. A. LAMB, Manager.

St. John, N. B., June 17, 1888.

sun, tel.

Buctouche and Moncton Ry.

ON and after MONDAY, June 10th, trains will run as follows:

NO. 1.		NO. 2.	
Lv. Buctouche....	7 30	Lv. Moncton......	16 45
Little River....	7 48	Lewisville......	16 49
St. Anthony.....	8 04	Humphreys......	16 53
Cocaigne........	8 20	Irishtown.......	17 15
Norte Dame......	8 22	Cape Breton.....	17 25
McDougall's.....	8 38	Scotch Sett.....	17 33
Scotch Sett.....	8 50	McDougall's.....	17 45
Cape Breton.....	8 58	Notre Dame......	18 01
Irishtown.......	9 08	Cocaigne........	18 03
Humphreys.......	9 30	St. Anthony.....	18 19
Lewisville......	9 34	Little River....	18 35
Ar. Moncton......	9 38	Ar. Buctouche....	18 53

Trains will connect at Moncton with I. C. R trains Nos. 9 and 2 to St. John and Halifax. Returning will leave Moncton after arrival of Nos. 4 and 1 from St. John and Halifax.

C. F. HANINGTON, Manager.

Moncton, June 9, 1889.

CANADIAN PACIFIC RAILWAY.

EXHIBITION
—AT—
TORONTO,
Sept. 9th to 21st.

Return tickets will be issued Sept. 9th to 13th good to return until Sept. 29th at

$20.50,

—AND—

On Sept. 14th and 16th, good to return until Sept. 24th at

$16.50.

For tickets and all information apply to
H. CHUBB & CO., City Agents,
Chubb's Corner, St. John, N. B.

CONFUSION of thought, a defective memory, a disinclination to labor, and a distaste for business, are the symptomatic indications of Nervous Debility, and these symptoms are usually accompanied by Seminal Weakness and Impotency. The necessary consequences are Consumption and Death. "Lane's Specific Remedy," an invaluable preparation for a permanent cure of all nervous diseases. Sold at One Dollar per Package, or sent on receipt of price to any address, free of charge.
THE LANE MEDICINE CO., MONTREAL, QUE.
Young Men should read Dr. Lane's Essay, "Nervous Diseases," mailed free to any address.

N. W. BRENAN,
UNDERTAKER.
Warerooms in brick building No. 555, foot of Main Street, Portland.
BRANCH,
88 Charlotte Street.
St. John, N. B.
Telephones 222 Portland, 222c City.

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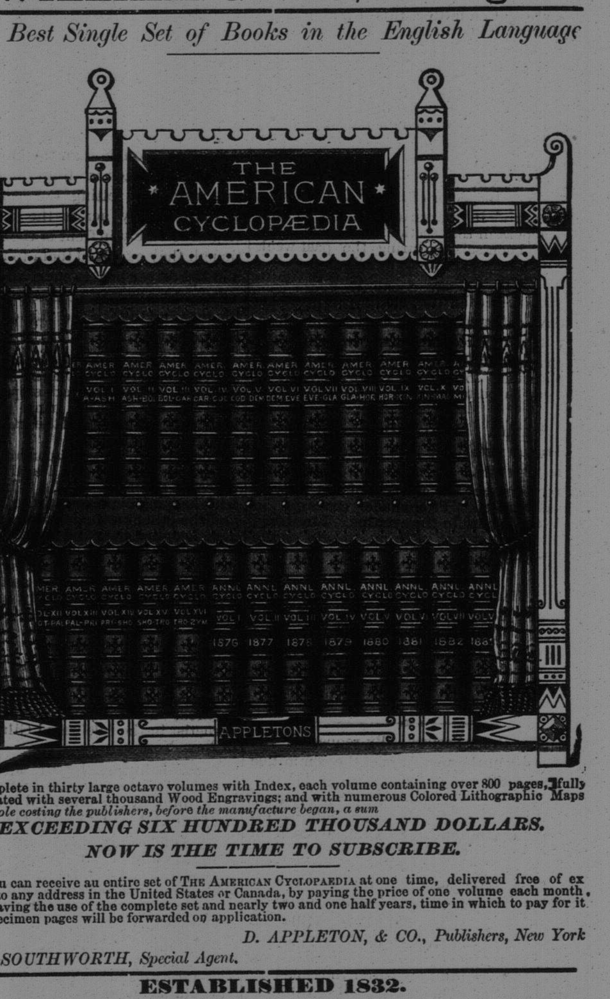
Maritime Varnish and White Lead Works.
JAS. ROBERTSON,
Manufacturer of all Kinds of Varnishes and Japans, White Lead, Colored and Liquid Paints and Putty.
Factory, Corner of Charlotte and Sheffield Sts.
OFFICE AND WAREHOUSE, Robertson's New Building,
Cor Mill and Union Streets. - - - St. John, N. B.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

The Best Single Set of Books in the English Language



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EXCEEDING SIX HUNDRED THOUSAND DOLLARS.
NOW IS THE TIME TO SUBSCRIBE.

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D. APPLETON, & CO., Publishers, New York
T. D. SOUTHWORTH, Special Agent.

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G. F. THOMPSON & SONS,
Manufacturers and Importers of
White Lead, Paints, 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.

MAKE HENS LAY LIKE SHERIDAN'S CONDITION POWDER.
WE SEND BY MAIL A LARGE 2¼ POUND CAN FOR $1.20, TWO SMALL PACKS 50 CTS POST PAID.
Sheridan's Condition Powder
is absolutely pure and highly concentrated. One ounce is worth a pound of any other kind. Strictly a medicine, to be given in the food, once daily, in small doses. Prevents and cures all diseases of hens. Worth its weight in gold when hens are moulting, and to keep them healthy. Testimonials sent free by mail. Ask your druggist, grocer, general store, or feed dealer for it. If you can't get it, send at once to us. Take no other kind. We will send postpaid by mail as follows:—A new, enlarged, elegantly illustrated copy of the "FARMERS' POULTRY RAISING GUIDE" (price 25 cents; tells how to make money with a few hens), and two small packages of Powder for 60 cents; or, one large 2 1-4 pound can and Guide, $1.20. Sample package of Powder, 25 cents, five for $1.00. Six large cans, express prepaid, for $5.00. Send stamps or cash. I. S. JOHNSON & CO., 22 Custom-House Street, Boston, Mass.

SIMEON JONES,
BREWER.
BOTTLED ALE & PORTER.

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THE ISLAY BLEND

WHISKY,
MACKIE & Co's
VERY OLD.
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OFFICE, 5 DIXON STREET, GLASGOW.

S. R. FOSTER & SON,
MANUFACTURERS OF
Cut Nails & Cut Spikes, Tacks, Brads,
FINISHING NAILS.
Shoe and Hungarian Nails, &c.
Office, Warehouse and Manufactory:
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Fine Watch Repairing.

I HAVE engaged the services of a FIRST-CLASS Watch, French clock and Chronometer repairer, and will guarantee satisfaction to those needing such articles put in thorough order.

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Paper Hanger etc,
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Canadian Express Company.

General Express Forwarders, Shipping Agents and Custom House Brokers.

Forward Merchandise, Money and packages of every description; collect notes, Drafts, Accounts and Bills, with goods (C. O. D.) throughout the Dominion of Canada, the United States and Europe

Special Messengers daily (Sunday excepted) over the Grand Trunk, Quebec and Lake St. John, Quebec Central, Canada Atlantic, Montreal and Sorel, Napanee, Tamworth and Quebec Central Ontario and Consolidated Midland Railways, Intercolonial Railway, Chatham Branch Railway; Steamship Lines to Digby and Annapolis and Charlottetown and Summerside, P. E. I., with nearly 600 agencies.

Connections made with responsible Express Companies covering the Eastern, Middle, Southern and Western States, Manitoba, the Northwest Territories and British Columbia.

Express weekly to and from Europe via Canadian Line of Mail Steamers.

Agency in Liverpool in connection with the forwarding system of Great Britain and the Continent.

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Goods in bond promptly attended to and forwarded with despatch.

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JAMES BRYCE, Ass't Supt.
J. R. STONE, Agent
St. John, N. B.

NEW BRUNSWICK FOUNDRY
—AND—
Railway Car Works,
MANUFACTURERS OF
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MC2398

POOR DOCUMENT

LOCAL MATTERS.

For the Latest Telegraphic News look on the First Page.

Masonic Meetings. September 1889.

The following meetings will be held at Freemasons' Hall during the month of September at 8 o'clock in the evening:

Wednesday 11th—Encampment St John Knights Templar.
Thursday 12th—N. B. Lodge No 22.
Monday 16th. Encampment of St. John, K. T. thirty-third Annual Assembly. Election and installation of officers.
Wednesday 18th—Carleton Royal Arch Chapter.
Thursday 20th—Union Lodge of Portland No. 10.

The Steam Launch, Josie A. Stewart, is to be used for ferrying purposes between Dorchester and Hopewell Cape.

Y. M. C. A.—Important meeting of Reception Committee this evening at 9 o'clock. Full attendance requested.

Solid Fines.—In Charlottetown a few days ago Thomas Inman, on complaint of his wife, for being drunk was fined $30. Francis Cavanaugh, for being drunk was also fined $30.

Salmon Poachers.—Warden McNally, Fishery Inspector of Lower Queensbury, is making it interesting for the salmon poachers in that section, five nets have have been seized during the past week with prospect of more to follow.

Dogs.—So far this year only 261 persons have obtained licenses for keeping dogs, but the police are busy reporting the owners of unlicensed curs, and the applications for licenses are begining to come in quite rapidly.

Truro's Natal Day.—To-morrow Truro's natal day is to be celebrated in royal style. A holiday. Sports and races under the auspices of the T. A. A. association. Promenade concerts in Victoria park in the evening. Fireworks and all that sort of thing to help on the enthusiasm.

A Male Flirt.—The man referred to in the Echo the other evening, as having arranged to marry a girl and then backed out at the last moment, has played the same trick on several Halifax young ladies during the past few years.—Halifax Echo.

The Bible Society.—By request of the President the members of the committee of the Bible Society will attend the funeral of their late brother member, Captain Prichard on tomorrow (Friday) afternoon assembling at 88 Orange street at 2:15 p. m. for that purpose.

It is Satisfactory to its Occupants.—There is something decidedly weird in the announcement of the Forest Hill Cemetery directors' report that—"Of late the application for lots has been steadily on the increase, and the better the cemetery is known, the more this will continue to be the case."—Fredericton Farmer.

A Great Show.—The great magician, Zera Semon, begins his entertainments at City Hall, Carleton this evening. His engagement here lasts three nights, and the inducements which his entertainments offer are sufficient to crowd the house.

One hundred presents will be given away nightly.

Sudden Death.—A two year-old colt valued at $200 came to a sudden and curious end at 2 p. m. It seems the trainer, Brown, was exercising the animal, when suddenly it reared up at Davidson's old corner, and falling over backwards split its skull against the curbstone. It then stretched itself out and [illegible] says he refused $200 for the animal yesterday.—Charlottetown Patriot.

Caused by Bush Fires.—Mr. Charles Gray's barn on the Irishtown Road, near the water works reservoir, was destroyed by fire yesterday, together with the season's crop. Bush fires were the cause. Messrs. Thos. Fitzsimmons and W. Matthews lost large quantities of fencing. It is reported that the bush fires have destroyed several houses in the settlement of Baltimore, Albert Co.—Moncton Transcript.

A Smart Old Man.—Thomas Sabean, of Phinney's Cove, walked to Bridgetown, a distance of seven miles one day last week. He is a nonegenarian having finished his ninth decade of life. He was born near St. Mary's Bay, Digby county, in 1799. His brother James, who resides near Port Lorne will complete his 99th year in October next, and is still able to walk about without assistance. They were sons of the late Jeremiah Sabean, the Loyalist who came to the province in 1783.

Probably the Sea Serpent.—A tortoise, the shell 15 feet long, 8 feet wide across the back, neck 6 feet long, head 18 inches long, was harpooned by Capt. Louis P D'Entremont of schooner Lydia Ryder, on Friday of last week, 12 miles S.W. from Cape Sable. Capt D'E. took a good aim with his harpoon and struck it fair in the head, but the skin was too tough to be penetrated by the harpoon and after a hard fight the tortoise took its course for the gulf bleeding profusely. Capt. D'Entremont says that if he had been running with a breeze of wind and a rough sea, no doubt he would have taken it for a sea serpent and probably it is the sea serpent that was seen by the Cape Sable boats some time ago as reported by the Cape Sable Advertiser.

This Was a Woman.—Yesterday morning a cruel and heartless little transaction was witnessed by the passengers of the nine o'clock ferry from Carleton. A goodly number were aboard and among them two young women with an abbreviated dog. Evidently one of them had been provoked, for the manner in which she pursued that animal was calculated to bring out her worst characteristics. At last the poor little fellow was cornered, and burning with rage, the woman committed an act which would bring a blush to the veriest ruffian in the city. She seized the dog, and, after kicking him savagely, threw him overboard directly into the paddle wheel. Then she sat down with a kindly smile and a pleasant remark that she did not want the dog anyway.

Shad Fishing.—The catch of shad this fall has been even smaller than that of last fall. The few fish that are caught, however, are of of superior quality. They are as fat as can be and are of fair size. But the fall shad are generally fat and the quality does not make up for the loss in quantity.

A prominent fish merchant says that the catch of shad in the bay and about St. John is getting smaller every year, and that our fisheries are being destroyed by the sawdust thrown into the streams from the mills, and by the practice of fishing on the river and giving the fish no chance to spawn.

He believes that there should be no fishing allowed on the St. John river above the falls.

Something should be done to prevent, if possible, the loss of our shad fisheries, and the move should be made at once.

Car Drivers Trials.

The street car driver who is in the least inclined to be nervous has a poor chance to enjoy life, for it seems to take some people a long while to learn the difference between cars and busses.

There are teamsters of this class who drive quietly along the track in sight or hearing of a rapidly approaching car. No matter whether the car driver is trying to reach a switch on time, or whether the rails are so slippery that it is only with difficulty that the car can be stopped, the teamster with his wagon keeps the track until the last second and seems, in some instances to feel greatly wronged that his team instead of the street car is the one that must turn out.

Than on parts of the line where children are numerous the car drivers are kept in almost continual trepidation by the youngsters dodging back and forth in front of their horses. Some of the drivers, however, say that there are many grown people cause them more trouble than the children, by crossing the track in front of a moving car, instead of letting the car pass or getting quickly across the rails, they step as leisurely in front of the horses as though they expected them to turn aside and the driver has to exert all the muscular power in his possession to bring his team up to save the life of the careless pedestrian.

Many ladies also cause the drivers a great deal of uneasiness by starting to get out before the car stops or as soon as they ring the bell; instead of waiting until the car can be brought to a standstill.

The cars are a great convenience and everybody should do all in their power to lessen the trials of the drivers, for with keeping one eye on the car team and the other on the lookout for passengers, keeping clear of passing teams, running on time, collecting fares and making change and looking out for young and old in boarding and alighting from the cars, they certainly have their hands full.

Brevities.

Prof. Williams having retired from the leadership of the City Cornet band, the services of W. C. Bowen have been secured. Mr Bowen was at one time cornetist in the celebrated Gilmore band of New York.

Some paintings by Mr. J. H. Hammond of the Owens Art Institution are on exhibition in Montreal where they are highly spoken of by the local critics.

At Penobsquis, on Saturday last, an adopted child of Mr. Asa Sprague was drowned in the old river. Mr. Sprague had gone across the stream after his cows, and the little one was drowned in attempting to follow.

The new wing of the general public hospital, soon to be completed is 83-28 feet and two stories high with basement. It contains an operating room 20-20 feet and two surgical wards 26-43 and 26-35 feet. R. C. John Dunn is the architect.

A fine three masted schooner is about to be launched from the yard of Hugh McLean, Chipman, Queens Co

The concert in aid of the Baptist seminary which was given in the Germain street Baptist church last evening was very successful, artistically and financially.

The St. Martins' Seminary was opened to-day with about eighty pupils on the roll.

The committee, appointed by the Grand Orange Lodge to arrange for the celebration in this city next year, met last evening. Representatives were present from lodges in all parts of the province and sub-committees were appointed to arrange for the celebration in all its details.

[illegible] Masonic conversazione held last night by St. [illegible] Encampment, K. T. N. E. Commander Dr. Walker gave an account of his recent trip through the old country, and a pleasant musical programme was carried out. Refreshments were served during the evening.

The Moncton Exhibition.

The Moncton exhibition will be opened on Tuesday, the 17th inst. and will continue four days. The proceedings will be inaugurated by His Honor Lieutenant Governor Tilley, who will be the guest of H. T. Stevens, editor of the Times, during his stay in Moncton. An escort of cavalry and a body guard of infantry will be provided from local companies for his honor. On Wednesday there will be a formal laying of the corner stone of the new school building, to cost $25,000, the erection of which has been commenced near the exhibition grounds. Upwards of 1,000 children, the girls dressed in white, will participate in this ceremony by marching and singing, and it is anticipated that this will be one of the sights of the week.

Disciples of Christ.

The annual meeting of the Disciples of Christ, of New Brunswick and Nova Scotia, has been in session since Saturday last at Tiverton, Digby Co., N. S. and closed on Tuesday. There were about twenty preachers present and a large number of delegates. At 10:30 a. m. on Sunday there was preaching by E C Ford; subject; "God is no respector of persons." At the close of the sermon the Lord's Supper was partaken of, Elders Gates and Barnes presiding. About one hundred communed.

At 3 p. m., preaching by T H Capp, subject, "Little Things." At 7 p. m., preaching by Howard Murray; subject, "Order of unity and action in order to obtain eternal life."

The business meeting was held on Monday.

Police Court.

Hugh McCarthy for brutally beating his wife was fined $20.

John Doherty, charged with assault upon John McGoldrick was remanded until to-morrow.

John Tole, was this morning arrested for drunkeness on Mill street. Tole is the man who it is said assaulted the Italian organ grinder.

Coasters in Port, Loading.

SOUTH MARKET WHARF.

Schr Mizpeh, Cleveland for Margaretsville.
" Temple Bar, Longmire, for Bridgetown
" E W Merchant, Dillon, for Digby.
" Florence Guest, Atwood, for Annapolis, and Clementsport.
" Pilot, Beardsley, for Port Lorne.
" H K Richards, Amberman, for Annapolis.
" Odd fellow, Robinson, for Annapolis.
" Sovereign, Smalle, for Digby.

NORTH MARKET WHARF.

Schr Rowena, Durant, for Parrsboro.
" Bear River, Woodworth, for Bear River.

Sausage Manufacturing.—Messrs. Slipp & Flewelling have got their machinery all in good working order and have about completed their preparations for doing an extra large business this year in the manufacture of sausages. The fine quality of their make of sausages insures them a large increase of business in this line every year. Their teams will be on the road again Saturday.

The Electrical Exhibition photographs by Climo are truly a splendid effort and beautiful to look upon; 50 cents each. Also perfect photographs of Wilkes.—85 Germain street.

SPIRIT OF THE TIMES.

Baseball.

THE NATIONAL LEAGUE.

There were no National league games played yesterday.

ST. JOHN WINS THE LAST.

The last game of the pennant series was a walk-over for the boys, the Monctons getting badly left, as the score of 20—4 indicates.

Cunningham twirled in his usual aggravating manner, and the Monctons failed to reach him with the desired effect. Robinson did small justice to himself, and after giving numerous bases on balls and making several wild pitches, he was transferred to first base, J. Burns taking his place. But J. Burns was even less effective, and was batted in a manner surprising even to himself. The visitors should have been shut out, but the boys gave them a chance to live. The score by innings stood:

St. Johns	4	1	0	3	1	3	0	7	1—20
Monctons	0	1	1	0	0	0	1	0	1—4

SPALDING LEAGUE STANDING.

	Won.	Lost	Standing.
St John	10	2	.833
Fredericton	4	7	.364
Moncton	3	8	.272

HOW THE BOYS BAT.

Following are the records of the players in the penant series as kept by the official scorer:

	Games played	Times at bat	Base hits	Sacrifice	Runs	Stolen bases	Batting average.
Parsons, St. J.	12	52	24	0	31	25	.461
White, St. J.	9	40	18	4	13	7	.450
Underwood, F.	11	49	20	3	13	8	.408
Small, St J	12	61	24	5	20	5	.393
Whitenect, St J.	12	64	23	2	23	6	.359
Soule, M.	11	45	16	2	20	8	.356
Burns, F.	11	50	17	1	13	5	.340
Bell, St J.	8	36	11	4	6	3	.305
Larrabee, M.	11	48	14	1	18	8	.292
Call, F.	11	43	12	3	7	6	.279
Thayer, F.	11	44	12	2	22	9	.273
Kearns, St J.	6	26	7	2	9	5	.269
Wagg, M.	10	48	12	3	15	7	.250
Doe, M.	6	29	7	0	12	2	.241
Rogers, St J.	12	52	12	4	20	9	.230
Kennedy, St J.	11	52	12	3	15	18	.230
Holly, St J.	8	36	8	3	11	7	.222
Cunningh'm, St J.	10	41	9	1	14	5	.220
Graves, F.	11	41	9	1	8	6	.220
Wilkins, M.	5	24	5	3	5	2	.208
Burns, M.	11	48	10	2	9	2	.208
Crandall, M.	10	41	8	2	7	3	.182
Webb, F.	4	17	3	0	6	1	.176
Robinson, M.	8	36	6	1	4	1	.167
Webster, M.	11	44	7	2	8	8	.159
McLaughlin, F.	11	44	7	1	2	6	.159
Foster, F.	11	44	5	4	6	2	.114
Hayes, F.	10	37	4	0	8	5	.108
Estey, F.	4	13	1	1	3	4	.077
McLean, M.	4	16	1	0	1	5	.062

By this it may be seen that Frank White wins the Munroe cup for the best batting average amongst the amateur players. Soule wins the gold medal for making the most runs for the Monctons and Underwood the cup for the best average in the Fredericton team.

AROUND THE BASES.

Take a good look at the averages.

St. John has men first and second fourth and fifth.

Our last man is eighteenth out of 30 players.

The boys have evidently been doing big batting and Frank White is to be congratulated on his average.

Concerning the St. John-Moncton game on Tuesday, the correspondent of the Times telegraphed: "Doe, although he gave eleven men bases on balls, pitched a winning game. Only five hits were made off him."

That is a brilliant way of putting it, surely. If Doe had given every man his base on balls, no hits would have been made off him, and he would have been the dandy pitcher.

The Shamrocks and Bangors play this afternoon, Sullivan and Donovan being the home battery.

Athletic.

HALIFAX RUNNERS.

George Tracey of the Wanderers, the amateur half-mile champion of America, will run again this year for the half mile championship at the A. A. U. game at Travers' island on Saturday afternoon. A letter from Moffat the Montreal amateur half-miler, was received here recently, in which he stated that owing to a lame leg, he would not go on the track again this year, and such being the case Tracey will not take part in the Canadian championships, but he will run in the M. P. A. sports at St. John on the 28 inst., as will also Bowen and Walsh, of the Wanderers, and Arthur Brady, of the Royal Blues.—Halifax Echo.

NOTES.

Steve Farrel of New York wants to run L. E. Myers a half-mile race, for any amount of money.

Luther Cary, the western sprinter, who recently gained a 100-yard record of 10 seconds, has arrived in New York and is in training for the amateur championship meeting, Sept. 14.

Shand and Patton will enter for the mile and two-mile bicycle races in this city 21st inst.

Tom Hall is getting into fine condition and Charlie Coster has revived his interest in this great pastime.

Entries for the sports on the 21st inst. close Tuesday 19th inst.

Entries for the M P A A sports close Saturday 21st. Entries from abroad must be sent in time to be received on this date.

Charlie O'Rielly whose foot is almost well again will likely run in the quarter mile race.

Baxter of the Y M C A lacrosse club will probably compete in the half mile.

The cinder track is being rapidly put into proper condition for sprinting. Only two members of the club, however, find any use for it.

Coming Events.

St. John Rifles tonight; company drill; uniform; drill order. A full attendance is expected.

A special meeting of the St. John district L O L will be held tonight.

Rev. Ralph Brecken lectures in Centenary church this evening. Subject, Customs and Costumes of Bible Lands.

Mr. Wm. Welch, of Brooklyn, New York, formerly president of the St. John Y. M. C. A., is on a visit to this city, and will address the young men's meeting next Sunday afternoon.

The reception committee of the Y. M. C. A., will meet this evening at 9 o'clock. Busines, of importance will be considered and a full attendance is requested.

The members of Centenary Methodist Church Sunday school are requested to meet at the church on Friday afternoon at 2.15 o'clock, for the purpose of attending the funeral of the late Capt Prichard.

Of Personal Interest.

Mr. Gilbert Murdoch is slowly recovering from his serious illness.

Senator Almon of Halifax, is at the Dufferin.

Mr. Stewart S Skinner B. A. who graduated from the N. B. University last year, leaves on Saturday for Edinburgh where he will take a course in medicine.

Mr. Harry A Sheffield B. A. a last year's graduate of Sackville also leaves on Saturday for Edinburgh where he will pura like course.

Attorney General Blair has returned to Fredericton.

Received 25,000 of the finest imported Queen cigars, direct from Havana; will be sold at a bargain. Louis Green, 59 King street.

Will Close on October 31.

Paris, September 12.—It is now definitely decided that the exposition will remain open beyond the time originally set in response to public appeals from many quarters. The directors to-day announced that the exhibition must close October 31st.

Tourists Killed in Antwerp.

Antwerp, September 12—Many of the oldest windows in the cathedral here were destroyed by the recent explosion. The bodies of numerous victims were blown to pieces, including those of five English tourists.

For Dyspepsia and Liver Complaint you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure.

Macaulay Bros. & Co.
61 and 63 King St.

Among our Elegant Dress Costumes, Mantle and Jacket Cloths,

See the Large Assortment of late London Novelties.

NETTED HEADING in Silk Fringes, all the new shades.

Isoline or Arctic Fur Ruffs.

Directoire Neck Frillings.

Pearl Beaded Neck Frillings.

Russian Fish Net For Overdresses, Etc., it is the latest.

Black Brussels Net, Plain and with large round spots.

Kid Gloves of every make.

A Leading Make at 65c for 4 Button Length.

Macaulay Bros. & Co.

CALIFORNIA HONEY.

Just received 1000 lbs California Honey.
For sale low by
T. B. BARKER & SONS.

POLAND WATER.
Now landing, 10 Bbls Poland Spring Water.
T. B. BARKER & SONS.

Gray's Shoulder Braces for Ladies,
Gray's Shoulder Braces for Men,
Gray's Shoulder Braces for Beys.
For sale by
T. B. BARKER & SONS.

JOURNAL OF SHIPPING

Port of St. John.

ARRIVED.

Sept 11th.
Schr Gleaner, 115, Grady, New York, via Yarmouth, ballast Scammell Bros.
Schr Oddfellow, 34, Robinson, Annapolis
" H K Richards, 32, Amberman, do.

Sept 12th.
Stmr Cumberland, 1188, Thompson, Boston via Eastport, mdse and pass H W Chisholm.
Stmr Hiawatha, 147, Marsters, Hantsport, pass A O Crookshank.
Ship Charles, 1560, Nickerson, Buenos Ayres, bal C McLauchlin & Son.
Bark Birnam Wood, 1333, Smith, Liverpool, gen cargo, W Thomson & Co.
Schr Helen H, 54, Giggy, Apple River.
" Templar, 78, Shannon, do.
" Maggie M, 16, Quicker, fishing voyage.
" Maud, 33, Mitchell, Hampton, N S.
" Rex, 57, Sweet, Quaco.

CLEARED.

Sept 11th.
Schr Playfair, 114, Adams, Boston, lime and shingles, Miller & Woodman.
Schr Ocean Lily, 136, Watt, Boston, lime and laths, Stetson Cutler & Co.
Schr Violet N, 82, Paul, Lubec, box shooks, J R Warner & Co.
Schr Little Annie, 8, Zulliphant, fishing voyage.
" Winnie, 9, Belding, do.
" Wioma, 61, Haws, Parrsboro.
" E B Ketchum, 40, Yorke, do.
" Lida Gretta, 67, Stevens, Apple River.
" Wallula, 82, Theall, Joggins.
" E W Merchant, 47, Dillon, Digby.

Sept 12th.
Stmr Hiawatha, 147, Marsters, Hantsport, mdse and pass, A O Crookshank.
Schr Anna Currier, 99, Welsh, Boston, boards and laths, Stetson, Cutler & Co.
Schr Buelah, 80, Wasson, Rockport, Me, cordwood master.
Schr Nellie Watters, 96, Granville, Rockland, Me, cordwood, master.
Schr Llewellyn, 62, Colwell, Rockland, cordwood master.
Schr Emu, 68, Colwell, Rockland, cordwood master.
Schr C J Colwell, 82, Colwell, Thomaston, cordwood master.
Schr Comrade, 76, Akerly, Rockland, cordwood master.
Schr Rowena, 38, Durant, Parrsboro.
" Flora McLeod, 48, Copp, do.
" Maggie M, 16, Quicker, fishing voyage.
" Amanda Green, 15, McLarren, do.

Canadian Ports.

ARRIVED.

Baie Verte, 10th inst, barques Brigida, Olsen, from Swansea; Capella, Evansen, from Liverpool.
Fredericton, 10th inst, schr Annie Harper, Durwin, from Boston.
Moncton, 10th inst, schr Gem, Cole, from Boston for Dorchester.
Halifax, 10th inst, schrs Timbre 2nd, Vilha, from Trinidad; Maggie Willetts, Munroe, from New York.

CLEARED.

Montreal, 9th inst, barque Natant, Cain, for Buenos Ayres.
Richibucto, 10th inst, barque Ossuna, McKay, for Liverpool.
Halifax, 10th inst, barque Tancred, Bjorlow, for Llanelly; schr Ethel Emmerson, Tower, for New Bandon.

SAILED.

Windsor, 7th inst, schooners H L Whitten and Boniform, for New York,
Halifax, 10th inst, barque Grethe, for Llanelly; brig'nts Charles Duncan, for Jamaica; Grace Butler, for Porto Rico.

British Ports.

ARRIVED.

Fleetwood, 7th inst, steamer Washington City, Randall, from St John.
Liverpool, 9th inst, stmr Merchant, Everett, from St John; Silistria, McLean, from Quebec; Alpha, Eliassen, from Pugwash; Ingeborg, Nielsen, from Bathurst; Norden, Neils, from Chatham.
Londonderry, 9th inst, bark Hiawatha, Little, from Chatham.
Clyde, 8th inst, bark Aquilla, Johnsen, from Bathurst.
London, Sept 12, bark Katahdin, Marsters from Penang.

SAILED.

Greenock, 7th inst, ship Minnie Swift, Liswell, for Miramichi.
Cardiff, 9th inst, ship Ceylon, Mosher for Bahia.

Foreign Ports.

ARRIVED.

Boston, 10th inst, brig'nt Lochiel, Petrus, from North Sydney; schr Sunshine, Griffin, from Lockeport; Procorior, Taylor, from Port La Tour.
Philadelphia, 9th inst, schr Benj T Biggs, Henderson, from St John.
Portland, 9th inst, schr Mabel Purdy, from St John for Boston.
Brunswick, Ga, 9th inst, barque Alice Cooper, Williams, from Buenos Ayres.
Delaware Breakwater, 9th inst, brigantine Loyalist, Vroom, from Zaza; Byron M, LeCain, from Ocoa.

CLEARED.

Boston, 9th inst, schrs Mary, Kerrigan; Howard Holder, Whelpley, and Franconia, Price, for St. John; 10th, schrs Nellie Starr, Cole, for Apple River; Novelty, Campbell, for Guysboro; Vesper, Bagnal, for St Pierre, Miq; bark L M Smith, Smith, for Cheverie; schr Hale Todd, Smith, for Advocate Harbor.
New York, 10th inst, brig Corsican, Mustard, for Charlottetown; schr Sarah, Harper, for St John.

SAILED.

St Domingo, 14th ult, schr Byron M, LeCain, for Ocoa and Palenque.
New Haven, 9th inst, schr Alaska Anderson, for New York.

Spoken.

Aug 18th, lat 3.10 N, lon—, barque Argyll Allen, from Montevideo for Boston.
Sept 7th, 85 miles S E of Henlopen, bark M J Foley, Rodenheiser, from Baltimore for Maceio.
Aug lat 34, lon 39, bark Kate Cann, Shaw, from Montreal for Montevideo.

Notice to Mariners.

The double bell buoy marking the wreck of schr Quickstep, New York lower bay, has been replaced by a single bell buoy.

Until further notice, while the tower at Bear Island Light Station, off Mount Desert, Me, is being rebuilt, the light, without change in height or characteristics, will be exhibited from a temporary framed skeleton tower, standing about twenty feet south-southeasterly from the present position of the light.

Memoranda.

Passed Low Point 11th inst, stmr Thornholme Holmes, from Montreal for Sydney; barque Lepreaux, Brown, from Cow Bay for Buenos Ayres; brig'nt E W Gale, Cameron, from Sydney bound south.

New York, Sept 9th—Ship St Lucien, before reported sunk on Chandeleur Island, has been raised about six feet. A diver will go down to examine her hull. It is expected she will be floated in a few days.

Passed Cape Sacratif, 1st inst, barque Olivari, Revelli, from Chatham for Marseilles.

Passed Gibraltar, 2nd inst, barque Luigia, R, Daveghi, from Newcastle for Oran; 3rd inst, bark R Morrow, O'Brien, from Colombo for New York; Arlington, Hansen, from Chatham for —— Kate F Troop, Banks, from Iloilo for New York.

In port at Singapore, 2nd inst, barque Annie Stafford, Robinson, for New York; Dunvegan, Stevens, for Liverpool.

In port Sydney, NSW 7th ult, ship Bowman B Law, Abbott, for San Francisco.

In port East London, 3rd inst, brig Rapid, Moore from New York; ship Munster, Brown, at Delaware Breakwater, has been ordered to New York.

Exports.

BOSTON. Schr Playfair, 1369 bbls lime by Chas Miller, 340,000 cedar shingles, by Miller & Woodman.

Schr Ocean Lily, 1620 bbls lime, 176,000 spruce laths, 100,000 sawed cedar shingles, by Stetson, Cutler & Co.

Stmr State of Maine, 409 cases eggs, 4 bbls hake sounds, 1 bbl, 1 box fresh fish, 1 box salmon, 28 bbls mackerel, 1 box 1 bbl calf skins, 10 bags, 1 bbl potatoes, 2 pkgs removals, 15 bbls dulse, 9 bbls turnips, 110 carcases lamb, 1 mutton, 1 veal, 1 hf bbl plover, 3 cases patterns, by H W Chisholm.

LUBEC, Me. Schr Violet N, 40,000 fish box shooks by J R Warner & Co.

ROCKPORT, Me. Schr Buelah, 100 cords kiln wood, by J A Wasson.

ROCKLAND. Schr Nellie Watters, 96 cords kiln wood by J R Granville.

Schr Llewellyn, 75 cords kiln wood, by LIH Colwell.

Schr Emu, 90 cords kiln wood by M O Colwell.

Boston Marine INSURANCE COMPANY.
Capital Paid in ONE MILLION DOLLARS.
Net Surplus Dec. 31, 1888,
$845,725.48.
Offices of the Company,
17 State Street, BOSTON. | 43 Wall Street, NEW YORK.
Chamber Commerce, BALTIMORE. | 169 Jackson Street, CHICAGO.
VROOM & ARNOLD, Agts.

10 Bbls GRAVENSTEIN APPLES,
3 " CRAB APPLES,
5 " NEW BRUNSWICK APPLES
SWEET POTATOES,
GREEN TOMATOES,
YELLOW TOMATOES,
RED TOMATOES,
PUDDINE, ASSORTED FLAVORS.
Just received by
J. S. ARMSTRONG & BRO.,
32 Charlotte street,

NOVA SCOTIA HOUSE,
73 Dock St., Saint John, N. B.
The cheapest house in the Dominion to buy Clothing of every description.
HUGH NEALIS.

TENDERS FOR DEBENTURES!

THE Commissioners of the "General Public Hospital" for the City and County of Saint John, will receive tenders until, 12 o'clock noon, the first day of October next, for Ten Thousand Dollars, in Debentures of Five Hundred Dollars each, bearing interest at four per cent per annum; payable half yearly by coupons attached. Debentures to run forty years. By authority of Act, of the General Assembly of New Brunswick, Chap. XXXI, 1889. Tenders to state the rate of premium and the amount required.

Saint John, N. B., September 9th, 1889.
W. BAYARD, President.
tel. Board of Commissioners G. P. Hospital.

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

SOFT COAL.
NOW LANDING, ex Eva Maud, 370 Chaldrons Little Glace Bay Coal, fresh mined and free from slack.
As freights have advanced, this is the last cargo I shall be able to offer at the present low price this season. For sale by
R. P. McGIVERN,
No. 2 Nelson street.
P. S.—Consumers will do well to note this is the only double screened soft coal that comes to this market.

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.

ANNOUNCEMENT.

To my late Patients and the Public Generally:

I have spent a week with Dr. C. M. GODSOE teaching him my new method of extracting teeth painlessly. He has operated in my presence very successfully and I consider him fully able to continue the work I began in his office. No poison, cocaine or anything at all harmful. I refer to my numerous patients.

A. E. ESTEBROOKE.

P. S.—Dr. Godsoe has the sole right to use my method, and on my return I shall operate in his office only.

NEW ADVERTISMENTS.

GOOD READING.

LADY CARR, the sequel of a life. By Mrs Oliphant. Price 30c.

OGEECHEE CROSS-FIRINGS— A novel. By R. M. Johnston. Price 35c.

THE SEARCH FOR BASIL LYNDHURST. By Rosa N. Carey. Price 30c.

A LIFE SENTENCE. By Adeline Sergeant. Price 30c.

For sale by
J. & A. McMILLAN
98 and 100 Prince William st.
Saint John, N. B.

LOOK.
Watches and Jewelry of all kinds.
Cash or Installments.
F. A. JONES,
34 Dock St.

DIVIDEND.

The Saint John Building Society, in Liquidation.

Office 105 Prince William street.

Saint John, N. B., Sept 5, 1889.

A dividend of 12½ per cent will be paid on and after 18th Sept. inst., to depositors and debenture holders of the St. John Building Society on production of their receipts and pass books or debentures.

Persons who may not find it convenient to call for their dividend, may send in their receipts and pass books or debentures, with their addresses, and cheques, to order, will be mailed to them.

GEO. F. SMITH,
W. E. VROOM,
EDWIN FISHER, } Liquidators.

glb, sun, tel 1 w; sun, tel. 1 in wkly ed.

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.

SPLIT BAY HERRING.
Landing Ex Schr. Rover:
100 Hf-bbls Good Split Bay Herring.
GEORGE MORRISON, JR.

"LARD--LARD."
Just arrived,
5 Cases Lard, 3lb tins;
2 Bbls Green Tomatoes:
Owing to extreme warm weather green tomatoes will be scarce.
STEWART'S GROCERY,
16 Germain street,
Headquarters for Cream.

NOTICE.
NEW FALL GOODS.
We have the finest and largest stock of Cloths and Clothing to be found in the city.
500 Suits at Half Price;
300 Pairs Pants, usual price $2.50 now $1.25;
200 Pairs Pants at $1.00;
250 Odd Coats at Half Price.
Beautiful Satin Lined Overcoats consisting of Fine Melton, Beaver, Nap in all the leading shades and latest styles.
Just received 10 cases of Melton, Pilot, Nap, Pantings and Suitings for Custom Trade. Having a First-class Cutter on the premises, we can make up better goods, cheaper prices, than any other house in the trade. Parties buying cloth will get it at wholesale price and cut free of charge. Gents Furnishings in abundance.
T. YOUNGCLAUS,
General Importer,
Wholesale and Retail.

PUBLIC NOTICE.

AS I shall be absent from the city for one week from 12th September, 1889, my store in the Market Building will be closed for a few days only I have left the management of all my business affairs, during that time, with A. Chipman Smith, Esquire.

SAMUEL WHITEBONE, Tobacconist,
Market Building, Charlotte street.

DISPENSING OF PRESCRIPTIONS & RECIPES A SPECIALTY.
The Drugs and Medicines are of superior quality and of standard strength.
None but Competent Persons allowed to Compound Medicine.
Night Dispensing attended to.
Prices low.
WILLIAM B. McVEY, Chemist,
185 Union St., St. John N. B.

NEW FALL GOODS FOR GENTLEMEN.
Gloves in one and two fastenings,
Chevrette Stitched Backs, New Shades,
Bernese " " " "
Light Weight Antelope and Buck,
Napa Tan and English Driving Gloves,

SOCKS.
A full stock of all sizes of the well known Irish Hosiery. Cashmere Socks, dark colors, Shetland Scotch Lambs Wool Socks.

SHIRTS AND DRAWERS.
Heavy Weight white and Colored Merino, Lama and Cashmere; Genuine Shetland Scotch Lambs Wool.

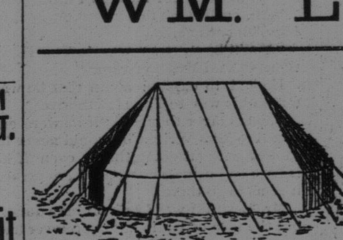
NOVELTIES IN
Braces, Four in Hand Scarfs, Silk Handkerchiefs, Collars and Cuffs.

English, Scotch and Austrian Rugs and Travelling Wraps;
Valises, Satchels, Portmanteaus and Trunks in very great variety.

MANCHESTER, ROBERTSON & ALLISON

The temple of the sun at "Tadmor" in the wilderness has fallen; but the traveller slakes his thirst at Jacob's well, a striking illustration of the survival of the fittest. Just here it can be said that our IDEAL SOAP still pursues the even tenor of its way, while other brands which have had a short run have fallen into ruins, and the survival of the fittest is sure to succeed.

MANUFACTURED
ONLY BY
WM. LOGAN.



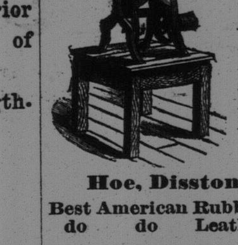
IN STOCK,
Tents of various shapes and prices.
Hammocks,
Lawn Tennis and Cricketing Goods,
Fishing Tackle.
CLARKE, KERR & THORNE
60 and 62 PrinceIWilliam street.

NEW CHINA DINNER SETTS,
125 PIECES,
$25.00 to $38.00 each,
In new and pretty designs.
W. H. Hayward,
85 and 87 Princess St.

ROYAL INSURANCE COMPANY
OF LIVERPOOL, ENGLAND,
REPRESENTING
The Largest Net Surplus of any Fire Insurance Co. in the World.
J. SIDNEY KAYE,
GENERAL AGENT FOR NEW BRUNSWICK.
Office, No. 8 Pugsley's - - - Building, Saint John, N. B.

A. F. deFOREST & CO.,
MERCHANT TAILORS,
Foster's Corner, King Street.
All the latest novelties in Tweeds, Worsteds, Coatings, etc., etc.
Perfect satisfaction guaranteed.
Ladies and Military Work a Specialty.

JUST RECEIVED,
24 Dozen the Improved Hulburt Ring Leather School Bag.
We introduce these Bags Retail at Wholesale Prices, 40 and 50cts each.
WATSON & CO.,
2 and 4 Charlotte, Corner Union Street.
P. S.—Cheapest and Best Leather Bag ever offered for this price.



HERCULES ENGINES.
MONARCH BOILERS,
Rotary Mills, Shingle & Lath Machines, Planers, Band Saws, Arbors, New Saw Filing Machines, New Pattern Turbine Wheels, Hoisting Engines, Steam Derricks, Brass and Iron Fittings
For Steam or Water, Large Stock, All Sizes.
Hoe, Disston, Simonds' Patent and other Saws.
Best American Rubber and Gandy / do do Leather { BELTING AND HOSE
Rubber, Plumbago, Asbestos and other Packings.
Lace Leather, (Wholesale and Retail,) Emery Wheels, (all sizes,) Leather Board, (Large Stock Excelsior Inspirators (Best One Handle, Wholesale and Retail,) Portable Forges, Low Water Alarms Copperine Boiler Purger, etc.,
A. ROBB & SONS, - Amherst, N. S.
14 INCH RUBBER BELTING CARRIED IN STOCK.