THE TRANSCONTINENTAL.

A FORMER NEW BRUNSWICKER CANVASSES THE WHOLE SUBJECT.

He Reviews Mr. Blair's Course, and Makes a Point Upon the Guarantee.

question for himself. By his letter of July 13, 1903, to the premier, it seems that

leagues in guaranteeing the bonds to the

His other prominent objection is the

"duplicating," as he calls it, the Intercol-

onial railway. As this railway is, by the

contract, to have running rights over the

calculated to perform, is still open to it

than even Mr. Blair, viz., Sir Wm. Van

much wiser and of infinitely more practi

cal value than that of Mr. Blair or Mr.

Borden! Sir Wm. Van Horne, sometime

before the building of the all-Canadian

trans-continental railway was mooted, in

the great Northwest used the memorable words relative to the Atlantic end of the

coute of "ENLARGE THE SPOUT!

Irstead of doing this Mr. Blair and Mr

the Atlantic outlet, at all increasing the

The other main question connected with

he matter is only very incidentally alluded

o by Mr. Blair, while it is made really

he most conspicuous point by Mr. Borden

by Dr. Montague, by that contemptible poli-

infamous course in politics, calls others, in

Canada has made since 1896, and is still

of the most successful governments that

ever administered the affairs of this or of

And now, in closing this long letter or

that of any other country in the world.

wheel," and of all the wise legislation and

prosperity which all over Canada prevails

to-day, no wiser or more manly act was

the G. T. P. Co. for the construction of

the all-Canadian railway from the Atlantic

I think I may subscribe myself your old

++

ENDS HER LIFE

Because She Was Jilted on Eve of Wed-

ding Day.

putting on a bridal veil to-day, Miss Annie

ASHLAND, Pa., Oct. 27.-Instead of

correspondent,

Canadian ports for shipment.

Sir,-As between furnishing an article regards Mr. Blair, he has disposed of that for the Advertiser here on political matters and writing a communication to you, (I quote from his own paper) "he was pre

In 1900, on my return from Europe to Canada, I met the Hon. A. G. Blair at extent of three-fourths of the cost on cer the Windsor Hotel, Montreal, when, after tain conditions as to the carrying of un conversing with him, I informed him that routed traffic over the whole of the Winby the action of the C. P. R. in the election then about to take place as he then winter." seemed to think he would be, on receiving a telegram from bim to that effect, I would go from my objective point, St. and Mr. Borden, as far as Mr. Blair is Catherines, to St. John to vote for him, concerned, is left to stand alone andas I was then a voter there. Subsequently I had occasion in Calgary to ask the intervention of Mr. Blair, as an influential nember of the government, to correct an injustice that had been done to an old, faithful civil servant there, and was met by him with a kindly compliance, which, work connected with that system it is in due time, proved effective, so I have nothing but the most kindly feelings for But, a much higher railway authority But, when I read, as I did in Calgary, on their publication, Mr. Blair's speeches in his attempts at justifying his course on the trans-continental railway matter, my feeling was one of sorrow at what I thought and still think was a most illadvised course, in the taking of which it seemed to me that he had made the one great political mistake of his life.

When I practiced law in New Brunswick

our friend Mr. Blair was not ranked with the ablest men in the profession, such as Palmer, Duff, Thompson, Kaye and Weldon, but with those rather who ranked gest "the spout" by forcing the traffic noted as a politician than as a thoroughlyread lawyer. In that, I think, we find facilities for cheaply and rapidly convey the clue to his whole course. Soon after ing the great and ever and rapidly in went into politics he became the leader of the New Brunswick government, where he proved to be almost a despot, in which until called by Sir Wilfrid Laurier to take an important portfolio in the Dominion government. Here, though, as valuable as he was as the Minister of Railways, ne found himself necessarily in a very different position from that which he occupied when riding it rough-shod over his New Brunswick colleagues. His grievance crops out in his letter of July 10, 1903, to the the Atlantic to the Pacific. It is, as re- Wardroper. The board opened tenders for premier, in which he complains of being echoed by them: "As Canada is to pay twelve great coats for the police depa gnored in connection with the railway negotiations. His subsequent course seemed to me to be little more than a studied effort for revenge; his arguments, those of | self." make the best case he could out of very of the cost." They treat a guarantee as a payment. For Mr. Borden, in Nova Scotia, bad materials.

Let us now, in absolutely perfect fairness, place his course in the matter under review. First, we find this same Mr. Blair proof of his determination to oppose! He following tenders were accepted: only a short time prior to his startling ic not as old as I, but he has, at least, escapade declaring in a speech at Vancouver that three or four additional transcontinental railways would be necessary speedy construction of but one of those | obtain a cheaper loan, to build the Halifax roads is proposed we find him, with real and Quebec railway. This scarcely meant sons that should not satisfy an intelligent that they asked anything so foolish as that child, plunging headlong into opposition.

Let us glance at those reasons. One, which impressed me as being about the Confederation, the British government bost absurd of all, was in his objection did "guarantee" the funds to build the to making immediate provision for the construction of so greatly needed a road that road did that guarantee cause the until surveys had first been made. Every British government to pay? Not one dollar. eader will remember his declamatory And so with the simple protection by which statement, the latter part of which has the Canadian guarantee is hedged around, been made to do duty so extensively as a is there the slightest probability that Canparty cry of, "They say the country can't ada for such guarantee will ever have to Senator Cox can't wait!" And yet, Fay out cash? The tremendous strides for the reason named by him, the sequel clearly has shown that it would have been | making under one of the best and one absolute folly for either the country or Senator Cox or any one else to have waited for a single hour. Aside from the facts any other country, entirely eliminated that smoking by minors. The board agreed to that surveys had been extensively made by possibility from any reasonable category of Sir Sanford Fleming and others to the coming events. Pacific coast, and that an exhaustive surone of the most important questions that vey had been made over thirty years ago Valentine Hartley, showing an excel- ple, I ask what is their duty in the ent short route from Quebec through mises? Clearly, on every fair ground that New Brunswick, entirely avoiding the long can be stated, to send from New Brunsand commercially objectionable route wick, particularly, and from Nova Scotia known as "The Major Robinson route," by the valley of the Metapedia, and thence by of Canada to the Pacific coast a solid semi-circular route to Moncton and St. phalanx in support of that government, John, not one jot or tittle of the railway which, by its wise measures, has brought contract which has been made will be required to be cancelled or changed as the ency which existed throughout its bounresult of the surveys that are now being daries down to 1896, until it has reached made, and that, as working services will, to a greater or less extent still have to be nade during the entire construction of the "The government are not," as Sir John read. Not only so, but as the facts have Macdonald used to say, "mere flies on the shown as the absolutely necessary effect administration of the present government of the contract itself, and in compliance which has resulted in the unparalleled with its terms, the fitting out and despatching by the commission for the construction of the eastern section of between twenty and thirty surveying parties for an ever proposed than that which is now the exhaustive survey of such section, such great issue before the country, namely, the surveys and the contracts to be made un- speedy carrying out of the contract with them, bear the strongest evidence to the wisdom of the making of the contract without causing the country or "Senator Cox," or any one else needlessly to wait for an indefinite period with the possibility of making, or, of not making, a con tract at some time in the dim, uncertain For such a cause it is palpable

that the country could not wait! Next, as to Mr. Blair's contention that the road should be entirely built and operated by the government. Though this has been made the great cry by Mr. Borden and by some of his followers, after the experience in connection with the Intercolonial, under successive rail- Kline, twenty-two years old, sent a reway ministers, it is difficult to understand volver shot through her heart because how any really sensible person could ad- she was jilted on the eve of her wedding. vocate a course so absolutely absurd. Of | Wallace Lucas, her fiance, called on her urse, as regards Mr. Borden and his last night, and they quarrelled. After he followers, they constitute the opposition, and left she spent the night pacing her room as such, they simply oppose! But, fancy in tears. She came down stairs to-day, that the government had brought in such | which was to have been her wedding day, measure, what would have been the and, flourishing a revolver, told action of Mr. Borden and his friends mother she was going to kill herself. Mrs. Of course, on every reasonable Kline, a widow, sent for Joseph Kline, the ground the most violent and unanswerable | girl's brother, and after his arrival, she From Sir John Macdonald, seemed calmer Alexander Mackenzie and Sir Charles Tup- | A few minutes later a shot was heard per down to Sir Mackenzie Bowell, but in the yard, and the mother, rushing out, opinion, and that, to any reasonable found the girl dying. A doctor was hastily person, an absolutely conclusive one, has summoned, but by the time he reached been all but universally entertained on the home she was dead. hat subject throughout Canada. If the revernment had had but one fraudulent de- A Russian official in Egypt recently sign of legislating to keep themselves in bought an old piece of papyrus which power, such legislation as that proposed by Mr. Blair, and now, as a matter of opCANADIAN SOCIETY OF NEW YORK.

Programme of Entertainments Arranged for November and December.

OCTOBER 26. To the Editor of the Liberal News. Sir,-The executive committee of the Car dian Society of New York respectfully i quests that you fasert in your paper the following notice, which will be of interest Canadians both at home and in New

At a recent meeting of the executive com mittee of the Canadian Society of Ne York, a programme of entertainments for the members and their guests was arranged for the months of November and December The evening of November 19, will be de signated as "Ladies' Night," when a specia dinner and entertainment will be provided for the members and their guests, includ-

The annual dinner will be held on the evening of December 6th. Representative men of Canada and the United States wil e the guests of the society. An instrtive programme of speeches and music has

been arranged for this occasion The Canadian Society is composite three hundred and forty members, all Canadians by birth, now residing and engaged business in the city of New York and advance in every way possible their in

luring the winter months occasions of genuine hospitality to all Canadians who names and addresses of their relatives and friends who are Canadians and reside i Bucknell, secretary, No. 170 Broadway, reasing the facilities for the traffic with New York, so that the courtesies of the society may be extended to them.

MEETING OF THE SAFETY BOARD.

A Number of Tenders for Supplies were Accepted.

Hall, Monday afternoon, with Alderman Maxwell in the chair. There were present every respect, so much superior to himself. department, and Aldermen Bullock, Mc 'cheats and swindlers'') and by the conser- Goldrick, Hamm, Lewis, Daily, Tilley rative press and orators, constantly from Brennan, Frink, Macrae and Common C nine-tenths of the cost of the railway and ment as follows: Henderson and Hunt, \$2 give it to a company, she had better pay each. Scovil Bros. and Co., \$26 the remaining one-tenth and own it her After a discussion as to the merits of the Here, their major promise is different samples of cloths submitted, th not the highest class lawyer, seeking to false. Canada does not "pay nine-tenths tender of Messrs Henderson and Hunt was

opened from Messrs C. H. Peters and Son, to start this false and absurd cry as his A. C. Smith and Co. and D. J. Purdy. of hay at \$10.89 per ton. Messrs. C. H five years ago, consisting of Mr. Joseph Peters and sons tender for 5 tons of brai continental railways would be necessary to meet the requirements of the country. Howe, Mr. S. L. Tilley and Mr. Van- at \$21 per ton. D. J. Purdy's tender for continental railways would be necessary to meet the requirements of the country. And yet, when, soon after, the most fea-

> W. F. Barnhill asked for renewal o lease of lot No. 8, parish of Lancaster Recommended to council. Estate of J. I the British government should pay the whole "cost" of the road. Again, under Guy's Ward. Referred to council. Jane Clarke asked for a renewal of lea

of property West side. Referred to council Mary A. Campbell asked for a reduction of rental of ground Protection street W.E. Request was declined.

The drivers of the fire engines, hose reel and salvage corps teams asked for an increase of nav from \$45 to \$50 per month. The application was filed for the April

The Sons of Temperance of New Bruns wick and Nova Scotia jointly petitioned the board for co-operation in helping t enforce the law with reference to cigarette notify Chief of Police in the matter and ecommend that the law be enforced.

A communication was read from Build ing Inspector Maher, with reference to the Coll property on Pond street, said to b property agreeing to make alterations at once. The board suggested that the In spector pursue the proper course in order

Policeman Rolston petitioned the board or pay for time lost through ilness. Rolton had been ill during the months of July and August. The usual half-pay was

mounting to \$7,895.70 was recommended to be paid.

Frank W. Spragg and several others applied for positions as drivers and engineers of the new chemical engines. The applications were referred to the sub-comnittee to deal with. Director Wisely reported condition of roof

Recommended that the lease of land to

the Macadamite Company be revoked for on-payment of ground rent. Alderman McGoldrick drew attention of the board to the condition of the asphalt coring of No. 1 hook and ladder house

King street. Repairs already ordered to Alderman Maxwell referred to the numer ous complaints from the residents of Wes side regarding the inadequate supply and

condition of the hose in use in that sec tion of the city. Chief Kerr reported new hose having been supplied within a week Alderman Lewis complained of condition of an old rookery of wooden building on cor-

West side. The West side Aldermen co incided with Alderman Lewis and recom mend that the structure be removed. policeman for duty on West side, claiming that the Northern section of that part of quest was put in the form of a motion, and the board recommended to request the Chief of Police to put an extra man in the for Prince street, West end. This motion was put and carried. It was also decided

The engines of the first steamship to cross the Atlantic have been recovered, position, advocated by Mr. Borden and on Plato's "Theaetetus." It is to be off the coast of Cork, after having been in water more than fifty years. MANCHESTER LINERS. FURNESS LINE.

Ocean Steamers.

Manchester

Oct. 23-Manchester Merchant. . . Nov. 8 Nov. 3-Manchester Exchange.... Nov. 20 Freight rates on application.

South Shore Line.

S. S. SENLAC (new) leaves St. John. I. C. R. Pier, every THURSDAY at 6 p. m., for Yarmouth, Barrington, Shelburne, Lockeport, Liverpool, Lunenburg and Halifax. Call up 'phone 1517. Freight received daily up to 5 p. m.

Splendid accommodation for passengers.

ST. JOHN AND LONDON.

London. Steamer. St. John. Halifax. Oct. 8-St. John City.. .Oct. 25 Oct. 29 Oct. 18-Gulf of Ancud... Nov. Oct. 28-Evangeline.....Nov. 11 Nov. 1

Electric fans and Gibbs ventilators are fitted on Evangeline and St. John City.

Havre Service.

A steamer of the Furness Line will leave St. John for Havre every month, commencing October. until further notice. Date, space and rates on application.

WM. THOMSON & CO., AGENTS, . . ST. JOHN, N. B.

Ocean Steamers.

ALLAN LINE.

ROYAL MAIL SERVICE.

From Montrea pool. Steamers. and Quebe-29—Parisian. Oct. 1 6—Tunisian Oct. 2 Midship saloons, spacious promenade decks, electric lights throughout.
Cabin passage, \$55 and upwards; second cabin, \$30.00 to \$40.00; steerage, \$15.00. \$30.00 to \$40.00; steerage, \$15.00. WM. THOMSON & CO., Agents, St. John, N. B.

EASTERN STEAMSHIP CO.

International Division. REDUCED RATES

Effective November 1st to May 1st, 1904. ST. JOHN to BOSTON, \$3.50; ST. JOHN to PORTLAND, \$3.00. Steamers leave St. John at S a. m. MONDAYS, WEDNESDAYS and FRICAYS for Lubec, Eastport, Portland and Prestor 1st. RETURNING.

From Boston at 9 a. m. via Portland, Eastport and Lubec, MONDAYS, WED-NESDAYS and FRIDAYS. WILLIAM G. LEE, Agent, 10-31 St. John, N. B.

WHITESTARLINE Bean via Azeres, Gibraltar, Marseilles, Naples, Algiers, through to Alexandria,

Romanic Oct. 29 Dec. 3
NEW YORK TO MEDITERRANEAN
PORTS.

Republic Oct. 20 Dec. 1
Cretic Nov. 3 Dec. 12
NEW YORK-LIVERPOOL SERVICE.
Teutonic Sept. 80 Oct. 26, Nov. 23, Dec. 21
Colific Sept. 30 Oct. 26, Nov. 23, Dec. 21

Arabic—oct. 21, Nov. 18, Dec. 16.
BOSTON-QUEENSTOWN-LIVERPOOL
SERVICE.
Cymric—July 14, Aug. 18, Sept. 15, Oct. 13,
Nov. 17.
First class rates, \$50 and upwards.
Second and third class at low rates. apply to TROOP & SON, Agents.

Railroads.

ON AND AFTER SUNDAY, July 3, 1904, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN. No. 2-Express 101 maniax and camp-No. 6—Mixed train to Moncton.
No. 4—Express for Quebec and Monttreal... treal.
No. 10—Express for Halifax and Syd23.25

TRAINS ARRIVE AT ST. JOHN. No. 9-Express from Hamfax and Sydney. 6.25

No. 135-Sub. from Hampton. 7.45

No. 7-Express from Susset. 9.00

No. 133-Express from Montreal and 0.00 poebec. 12.50

Quebec. 12.50
No. 5-Mixed from Moncton 15.10
No. 137-Sub. from Hampton. 15.30
No. 23-Express from Halifax, Pictou,
Pt. du Chene and Campbellton 17.25
No. 1-Express from Halifax 18.45
No. 81-Express from Moncton(Sunday only). 1.35 All trains run by Atlantic Standard Time. D. POTTINGES, General Manager, Moncton, N. B., June 9th, 1904.

CITY TICKET OFFICE-7 King Street, St. John, N. B. Telephone 1053. GEORGE CARVILL, C. T. A.

of the electric power house to be out of repair and in a leaky condition. The board New Brunswick Southern R'y

St. John and St. Stephen. AMERICAN EXPRESS MAIL TRAIN.

Railways.
Baggage and freight office, 58 Water street (East Side).
Tickets sold and baggage checked at East and West Side offices.
Special ticket office, 97 Prince Wm. street.
FRANK J. McPEAKE,
Superintendent.

Ot. John, N. B., Jan. 1st, 1904.

NOTICE.

HAVING DISPOSED of our extensive of our best employes, viz.: Thomas Graham, Woodworker; Frederick Cunningham Painter; James Naves, Blacksmith, we talk this opportunity of thanking our friend and patrons for their liberal support an have much pleasure in recommending of stock of fine Sleighs and Carriages on hand will be disposed of by us at and will be offered at special re-CROTHERS, HENDERSON & WILSON.

River Steamers.

The Hampstead Steamship Co., LIMITED.

COMMENCING TUESDAY, SEPT. 6, S. S. "ELAINE" eaves St. John daily (Sunday excepted) at p. m. for Wickham and Intermediate andings. Returning, leaves Wickham at a. m., due in St. John at 10 a. m.

S. S. "HAMPSTEAD" Leaves St. John every Tuesday, Thursday and Saturday at 12 o'clock noon for Head of Belleisle. Returning, leaves Belleisle Monday, Wednesday and Briday at 7 a.m., due in St. John at 1 p.m.
FRED S. MABEE, Manager.

1. A. CURREY, President.

STAR LINE STEAMSHIP CO.

ONE OF THE MAIL STEAMERS, "Victoria" or "Majestic," will leave St. John (North End) every morning (Sunday excepted) at 8.30 o'clock, for Fredericton and intermediate landings; and will leave Fredericton for St. John every morning (Sunday excepted) at 8.00 o'clock, due at St. John at 3.30 p. m. Freight received daily to 6 p.m.

R. S. ORCHARD, Manager.

S. S. BEATRICE E. WARING will leave St. John for Head of Belleisle and intermediate points EVERY TUESDAY, THURSDAY AND SATURDAY at 11

Returning will leave Belleisle on MONDAY, WEDNESDAY AND FRI-DAY at 7 a. m.

B. E. WARING, Manager.

Railroads.

CANADIAN PAGE

100,000,000 ACRES

Of splendid Farm Lands in the CANADIAN NORTH WEST and the Dominion Government Grant to each Adult who will work it

160 ACRES FREE. on can buy the adjoining quarter section (160 acres) from \$4.00 to \$5.00 an ere, and per one-tenth a year, and thus or a very small amount secure a farm hat will pay from the start. Practically to ploneer work.

Send for descriptive pamphlets and For particulars and tickets call or W. H. C. MACKAY, or write to C. B. FOSTER, D. P. A., St. John, N. B.

The New Brunswick Coal and Railway Company.

LO. McAVITY President TRAIN ARRANGEMENT.

UNTIL FURTHER NOTICE, TRAINS will leave Norton daily (Sunday excepted) at 8.45, arriving at Chipman at 1.20 and Minto at 12.06. And will leave dinto at 12.40 and Chipman at 13.23, arriving at Norton at 16.05.

Atlantic Standard Time. Norton, N. B., July 25th, 1904.

W. C. HUNTER, Manager.

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Convenient for Winter Port people.
Fitted with electric lights, electric bells, of-water heating.
Terms \$1.50 per day. Special rates for components C. H. & G. F. BRANNEN, Tel. 332C. Proprietors.

Koyal Hotel. ST. JOHN, N. B.

ENTRANCES-41. 42 and 45 King Street. 49 and 51 Germain Street. RAYMOND & DOHERTY Prop'rs

GIN.

To arrive ex Nordboen and Evangeline:

65 Casks, in qrs., octs., 1-2 octs.
3,700 cases in Red, Blue, Green and White cases of following brands: De-Kuyper, Key, Maas, Kiderlen, Hontman, Henkes. eves pain like magic. PRICES 75c. to \$1.50. Low prices in bond or duty paid.

R. SULLIVAN & CO... 44 and 46 Dock Street,

Shorthand in 30 Days. We Guarantee to teach you in this time, or ask no pay.

Graduates in Good Positions

IN ST. JOHN, WHO STUDIED

LESS THAN 30 DAYS:

Miss B. Clift (25 days), with Massey-Harris Co. J. S. Floyd, with Emery Bros.

Harry Bridgeo (14 years of age), with W. A. Mac-Laughlan, Agent for Dominion Radiator Co., of

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Classes Every Day and Evening.

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We are commencing to sort up for fall and winter trade and will have the best and newest goods to be obtained in our lines.

Watches, Rings, Brooches, Lockets, Gold and Goldfilled Chains for Ladies' and Gentlemen.

STERLING SILVER for wedding presents and full asortsment of OPTI-CAL requirements.
FITTING SPECTACLES and EYE GLASSES being a specialty with us, and a graduate optician in charge of this de partment. Diamonds at lowest prices possible.

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Broad Cove Coal, \$3.40 Per Load of 1,400 Lbs. or \$6.80 Per Chaldron of 2,800 Llb. Delivered

500 TONS LANDING! J. S. GIBBON & CO.,

61/2 Charlotte St. and Smythe St Soft Coal, \$3.25

Per Load Delivered. Screened, Coarse Coal, which make a good strong heat and lasting fire. GEO. DICK,

Foot of Germain St.

Tel. 1116.

46 Britain St.

Minudie Coal. Landing: Fresh Mined Coal; very lean coal for cooking stoves or grates. \$4.75 per ton delivered.

All coal screened before leaving the MINUDIE COAL CO., Ltd.

339 Charlotte street JAMES S. McGIVERN, Agent.

RESERVE COAL OLD MINES SYDNEY, Scotch and American

Anthracite

IN ALL SIZES. Price from \$4.00 per Ton up. R. P. & W. F. STARR, Ltd. 49 Smythe St.

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Almonds, Walnuts, Castines,

Filberts, Pecans, Chestnuts, etc.

Malaga and Canadian Grapes,

New Figs, Apples, Bananas, Oranges, etc. 215 Union Street.

Cor. Waterloo. Cold Feet

ower the temperature of the body and influence the general circulation of the lood.

A HOT WATER BOTTLE

DICK'S PHARMACY, Cor. Charlotte and Duke.

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Insurance.

Connecticut Fire Insur-

ance Company.

Cash Capital and Net Surplus

Over \$2,000,000.00.

GEO, E. FAIRWEATHER,

Agent. Northern Fire Insurance Company, OF LONDON AND ABERDEEN.

Capital - \$43,000,000

PETER CLINCH. Agent.

Royal Insurance Company, OF LIVERPOOL, ENGLAND. Total Funds over \$60,000,000

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37 Years Old,

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Crown Brand

Satisfaction is assured when you buy CROWN BRAND PURE SPIRIT VINE-GAR. It has that pleasant smoothness one always finds in a oure spirit vinegar. Those using it last season will have no other. GILBERT BENT & SON.

ROBINSON'S Good Bread, Cakes, Pastry, Confectionery.