

THE ALBERT STAR.

Published every Wednesday by the
Albert Star Publishing Company at Hills-
borough, N. B.

J. A. BEATTY, MANAGER.

Terms One Dollar a Year in Advance.

WEDNESDAY, AUG. 8.

THE INTERCOLONIAL CON-
FERENCE.

The recent intercolonial conference at Ottawa would seem, from the attitude of the British press, to have but small chance of seeing its ideas carried into effect for a great many years to come. The idea, so far as can be gleaned, is for Great Britain and her colonies to join together and adopt a uniform tariff against all the world and free trade between themselves. The London Times which was, at one time, if not now, the leading English journal, comes out very strongly against the proposition and points out why it could never be entertained by Great Britain and her colonies at £400,000,000 of which £320,000,000 is imported by Great Britain and £80,000,000 by the colonies, and then goes on to state its objections in this manner: "We have to remember that about two-thirds of the foreign imports which it is proposed to tax, consists of foodstuffs and raw materials, and we have to consider how the tax imposed upon them would affect our foreign exports. The percentage upon raw material must fall upon our manufacturers and assuming the export price to be kept down by foreign competition, it would fall directly upon the wage fund. At the same time the per centage upon foodstuffs would tend to create a corresponding rise in the price of food. Therefore from the point of view of the manufacturing population whether capitalist or citizen, the proposal to impose preferential rates for the benefit of intercolonial trade is one which can hereby expect to obtain a hearing until the propositions between intercolonial and foreign trade have greatly changed." In other words it is impossible to make a Britisher forget the colonies.

Thieves Steal a Cask of Gold.

PARIS, July 31.—The police of France are investigating what is probably one of the most remarkable robberies on record, and it is believed that the police authorities of the United States will be asked to take a hand in the investigation.

In some unaccountable manner a cask of gold from New York, valued at \$50,000, has been stolen while en route from Havre to Paris. The French line steamship La Touraine, Capt. Santelli, left New York on July 21 for Havre with forty casks of American gold on board, valued at \$2,000,000 and consigned to various countries. She arrived on July 29. The forty casks of gold are believed to have been safely landed at Havre and they are also said to have been placed, complete, on board the train running between Havre and this city. But, when the precious casks were counted upon arrival here, there were only 39 of them; one cask, containing \$50,000 in American gold, had, by some means, still a mystery to the police, disappeared. The disappearance of the cask of gold has given rise to a number of police theories, the strongest being that the gold was followed from New York by expert thieves, who patiently awaited their chance to abstract one of the casks, and who found their chance while on their way to this city. The police, pending the termination of their investigation, will not give any particulars concerning the robbery. But it is believed that several persons were concerned in the theft, for the casks of gold must have weighed nearly 200 pounds, and even a very strong man could not have carried such a load alone for any very great distance.

Among the theories being investigated is one which may turn out to be correct. It is thought that the chief of the thieves hid with others in the car in which the gold was subsequently placed, and that, while on their way to Paris, one cask of gold was thrown out of the train and the robber or robbers jumped after it. The fact that only one cask of gold was stolen would seem to indicate, according to another theory, that only one person was concerned in the abstraction of the cask of gold from the train. But the theories are many, and the facts made public are few, not even the names of the consignor of the gold being made known up to the present.

Although it is positively asserted that the cask of precious metal was stolen while on its way to this city yesterday, there are people who ask if a mistake may not have been made in the counting of the casks at Havre, and "whether the gold was not abstracted on board La Touraine. To this, the steamship company's officers reply that it is impossible for thieves to get at the gold on board ship, as it is so closely guarded, in addition to the fact that the small hold in which it is sealed up is situated in the most secure part of the ship.

In any case, a most remarkable robbery has been committed and the police of France are busily engaged in an attempt to solve the mystery of the disappearance of the \$50,000 cask of gold.

THE RORIQUE BROTHERS.

Their Awful Crimes in the Southern Pacific.

The Daily Chronicle, Paris correspondent says that the Rorrique brothers, who were tried and found guilty in Brest on December 5 last and were sentenced to death for having committed murder aboard ship in the Pacific ocean, are likely to be exonerated by new evidence. A searching official enquiry is impending, and since sentenced they have been incarcerated at the penal servitude establishment at Noumea, New Caledonia.

After a long trial the Maritime Tribunal of Brest sentenced to death the brothers Rorrique, who, by means of a conspiracy involving murder and robbery, obtained possession of a French vessel bound from Tahiti in the Southern Pacific to the Tuamotu Islands, with a cargo of treasure worth 400,000 francs. The owner of the ship was the Tahitian Prince Hinoi, a nephew of the King, Pomare V, whose confidence the Rorrique brothers had gained during their residence in the island, where they had originally arrived as survivors of a wreck.

Their first crimes were the treacherous murders of the supercargo and the captain, after which they terrorized the crew into submission, and assumed command of the ship. Subsequently they also murdered the crew.

Having painted out the name of the stolen ship and substituted a new one, they hauled down the tricolor and hoisted the Stars and Stripes.

On December 15, 1891, the French bark Ninoch, of 500 tons, commanded by Tehe e Tara, a native of the Isle of Ramarua, left Tahiti, bound for the Tuamotu Islands. Stowed away in the ship was a quantity of treasure aggregating in value some \$100,000, consigned to various parts of the archipelago, the larger amount being destined for the Isle of Kaukura, where the first mate's brother was temporarily engaged in bartering petty merchandise with the natives.

Besides the captain and the first mate, who was Joseph Rorrique, the crew of the vessel comprised four Tahitian natives, a half-breed cook named Hippolyte Mirey, and the supercargo, one Gibson, a Canadian from Toronto, who is said to have been formerly a resident of New York, and an employee of the once well-known importing house of Schuchardt & Co.

When the Ninoch arrived at the island of Kaukura, the brother and the first mate, Alexander Rorrique, came aboard and gained the confidence of the captain. When the ship was ready to clear he asked permission to sail with her. He wanted to go to some other island where he might find a market for his wares. The captain gave his consent.

One fateful evening, when the phosphorescent sea fires gleamed fitfully around the vessel and overhead the Southern Cross disputed with the moon the sovereignty of the heavens, the first scene in this horrible drama was enacted.

Cook Mirey had just put his galley in apple order. The captain was below, chatting with the Canadian supercargo, Gibson. The Rorrique brothers were pacing the deck, conversing in low tones. Presently the first mate called down the companion-way:

"Hallo, there, friend Gibson! Can I see you on deck a moment?"

"What do you want with me?" asked the supercargo.

"Oh, I merely want to ask you a question," was the reply.

Mirey, who overheard this colloquy, saw Gibson come up on deck and observed the figures of the three men sharply silhouetted in the moonlight. Then a pistol shot smote the silent and the supercargo fell mortally wounded. Seeing Gibson fall, Mirey rushed forth. "Halt!" cried the assassins, simultaneously covering Mirey with their revolvers. "Advance another step and you are a dead man."

The Rorriques, raised the body of Gibson by the hands and feet, carried it to the side of the vessel and, balancing it on a plank, swung it into the sea. They then sent for the captain and informed him that his day of authority was over. Not long after, however, they seized the captain and threw him into the sea. A sick passenger was poisoned and then consigned to the deep. The next day two of the sailors died through poison administered in rum. The other sailors, with the exception of the cook, jumped overboard and were drowned. Mirey, the cook, however, was the only living witness of their deeds. They became careless and stopped at many of the islands called Ponape. One day, on land, Mirey and one of the brothers had a row, and the latter drew a revolver. Mirey escaped and informed the authorities of the whole affair. The Spanish Government had all hands arrested and sent the ship and prisoners to Manila under guard, where the French authorities took charge of them and forwarded them to France for trial.

Novel Cure for Convulsions.

For some time about the middle of last century there seemed to be an epidemic of convulsive fits raging among the inhabitants of Northaven, Orkney. What rendered the matter the more distressing was that it occurred chiefly during divine service, when many were together, and the one seemed to affect the other. The church officer, a rough, unsympathetic fellow, was much annoyed by these outbursts. He noticed that one woman in particular was generally the first to be seized. He kept his eye upon her one Sunday, and no sooner did she exhibit symptoms of "going off" than he promptly whipped her up in his arms, carried her into the church, and pitched her into a ditch full of water. The woman never had an attack afterwards, and in a short time convulsions became a thing of the past in the district.

Massacre on the Chinese Transport.

The Times has received the following account of the sinkings of the Chinese transport Kow Shing, from Chefoo, China: On July 25 the Japanese admiral on the Matsushima, with two other men-of-war in his command, sighted the Kow Shing, which was carrying 1,000 Chinese troops for Corea, in Korean waters, forty miles off Champo. He signalled the Kow Shing to "stop where you are, or take the consequences." The transport, which had been flying the British ensign, promptly came to anchor. The Chinese man-of-war, which was consorting her, steamed away. The Kow Shing's captain trusting to the protection of the British flag, refused the advice of the commander of the Chinese cruiser to slip her anchor and run. The Japanese cruiser Naniwa, Kan steamed near the Kow Shing and sent a boarding party to her with instructions to make a strict scrutiny of the ship's papers.

After this had been done there was some hesitation on the part of the Japanese commander as to the action to be taken under the circumstances. Finally he peremptorily ordered the Kow Shing's commander to follow with his vessel. Great excitement at once arose among the Chinese troops on board the transport, and they told the English officers of the ship that they would not surrender. They said: "We refuse to become prisoners; we would sooner die here. If you move the ship except to return to China we will kill you."

They then posted a guard at the anchor chains and allowed no one else to go near them.

The officers of the Kow Shing signalled to the Naniwa, requesting that another boat be sent with an officer. He told them that the Kow Shing had left China in time of peace; that there had been no declaration of war; that the vessel was a British ship and sailed under a British flag. He then urged the impossibility of executing the order of the Naniwa's commander and explained that the flag should be respected and the ship escorted back to the Chinese coast. The boarding party returned to the Naniwa, and a little later the Kow Shing was signalled by the cruiser: "Quit ship as soon as possible." The Kow Shing replied that it was impossible to quit the ship.

The Naniwa thereupon flew an answering pennant, steamed quickly and lined up broadside on a distance of about 200 metres from the Kow Shing immediately discharged all her guns, comprising two of twenty five tons and four of ten tons. The excitement aboard the Kow Shing was awful. The troops had begun firing up a small number of small mountain guns, when the Naniwa threw the torpedo. The missiles struck a coal bunker and burst one of the boilers, the explosion being terrific but not sufficient to sink the vessel. The Chinese troops fired upon the Naniwa with rifles and small guns, and exhibited the greatest bravery. The Naniwa continued to fire her ten tonners, and soon had the Kow Shing in a badly disabled condition. Many of the Chinese soldiers jumped overboard and on these the Naniwa rained bullets from her deadly machine guns.

The Kow Shing gradually began to sink, and after fifteen discharges from the cruiser's big guns, she went down in eight fathoms of water. The troops who remained aboard kept up their fire to the very last, some of their shots being aimed at their own people who were swimming away, they being determined that all should die together.

The vessel then sank stern first, flying the ensign of the Chinese. One heavily armed boat was lowered from the Naniwa, and from this firing was directed upon the troops struggling in the water.

There was no attempt to save life. It was evident that no quarter was to be given. All were to be massacred.

The Naniwa steamed away to report to the British consulate or naval officer that seven Englishmen had been killed. A number of soldiers reached a rock and were saved. Col. Von Hannekin had a miraculous escape and arrived at Chefoo in a fishing boat on July 28th. He has sworn to an affidavit before the British consul in regard to the events above narrated. He bears testimony to the splendid conduct of the Chinese troops, who, he says, died gloriously, fighting to the last.

The Russian Thistle.

The botanist of the Dominion Experimental Farm, Mr. Fletcher, has received from one of his correspondents, an undoubted specimen of the dreaded Russian thistle which was found growing at Glenboro, Man. This weed has proved a terrible pest in the Dakotas and other Western States. Mr. Fletcher has been on the look-out for this plant for two years past, and has been kept posted by his many correspondents on its gradual advance from its original starting point on this continent, in Bon Home County, S. D., where it was introduced, probably in flax seed, from Russia, in 1889. It has now spread over six or more counties in Dakota, and in many cases has actually driven settlers off their farms. The plant grows to a large size and is thickly beset with sharp spines so that the animals and men cannot work amongst it. In winter it separates from the soil and blows across the prairie, dropping its seeds wherever it rolls. The great danger attending the spread of this weed has been recognized and the Northern States have spent nearly \$1,000,000 in fighting it, and Congress has just appropriated another million dollars, in a lump sum, to try and secure its eradication. By instructions of the Hon. Minister of Agriculture, Mr. Fletcher has prepared for immediate issue an illustrated circular for distribution among western farmers, urging them to use every effort to stamp out the weed before it becomes firmly established.

PRINCE GALATZIN.

Russian Imperial Councillor of State, in Montreal.

Prince Galatzin, a distinguished member of the Russian nobility and a prominent member of the Imperial Council of State, arrived in the city this morning. The Prince speaks French fluently and in both appearance and address might easily be mistaken for a native of France. He arrived at Quebec last week and has made a trip through the Saguenay and Lake St. John districts. Before the Prince arrived in America it was stated that he was coming across the Atlantic to study the methods of governments in Canada and the United States.

Prince Galatzin, at the Windsor Hotel, this afternoon, remarked that his trip is altogether a private one, taken for his own pleasure. He had no diplomatic mission. He said he had been very much charmed by the beautiful scenery of the districts of Canada he had already travelled through. The people, he thought looked prosperous and contented. He was astonished at the evidences of energy and enterprise in Montreal. He proposed leaving to-morrow for a trip down Lake Champlain and St. George, after which he goes to New York. After spending a day in the big American city he proceeds to Niagara, and then proceed to Ottawa and return to Montreal. He has not yet decided what his movements will be after that date.

Speaking of Russian affairs, the Prince said that the country was prosperous and the population pretty well contented. He did not think Russia would interfere in the China-Japanese difficulty unless the great powers considered united action necessary, or either of the belligerents interfered with Russian rights in any way. Russia, of course, had vast interests in the Pacific and she would not allow them to suffer, but if the European war would precipitate it would not be her fault.

This afternoon the Prince met by appointment the Honorable Joseph Roy, ex-Lieutenant-Governor of the North-West Territories, and Mr. Nicholas Flood Davin, M. P. for Eastern Assiniboia, to discuss a route for a proposed trip through the great North-West.

Prince Galatzin boarded the Richelieu Company's steamer Saguenay at Chicoutimi, on Friday morning. He was accompanied by Mr. Ernest Gagnon, Deputy Minister of Public Works for Quebec. It was a hard task to distinguish the Prince. He was dressed in a plain suit of homespun tweed, and was without collar or cuffs. He was not the real thing the American passengers had been expecting, but nevertheless he was one of the best natured and most liked passengers on board the steamer. He conversed freely with the passengers. His manners were those of a prince and a gentleman. He spoke beautiful French, but not one word of English. To a Star reporter who was aboard, he expressed himself as delighted beyond measure with what he had seen of the country. He had been amused with some of the quaint expressions used by the habitants along the Lake St. John district. They were altogether new to him. Speaking of the Saguenay trip he said it was one of the best he had ever taken.

The Prince had a letter from the Imperial Government to the Federal at Ottawa. The latter, however, handed him over to the care of Premier Tillion, who showed him around.

To Rival Pullman.

A Chicago paper says: "If negotiations now pending are carried to a successful termination, the striking car-builders at Pullman will quit the 'model town' in a body and become the employees of a powerful new corporation, organized for the manufacture of palace and freight cars and day coaches. For more than a week secret communications have been passing between the agent of the corporation in Chicago and the strikers' central committee."

All of the offers to the men are in writing signed by a man of wealth and prominence in the business circles of the city.

"The corporation which is making these offers means business," said a man who has a part in the negotiations, "and if a definite arrangement can be made, all of the skilled mechanics at Pullman will be hired in a body. They are thoroughly familiar with the somewhat difficult task of making cars, and they could go right at it without a moment's delay, thus saving a company thousands of dollars which it would cost to get new men started."

"The names of those back of the offer to the strikers will be made public within a week or two, but at present the members of the central committee at Pullman are silent. The agent is identical with the one who filed articles with the Illinois Secretary of State early last week. It has a capitalization of \$5,000,000 and its works will be located at St. Louis. Much of the money back of the enterprise has been subscribed by eastern and English capitalists."

Hail Eight Inches Deep.

HILLS, Minn., Aug. 1.—The territory four miles west of here, near the Dakota line, was visited by a terrible cloud burst on Monday night. Water stood four feet on the level, and did great damage to grain in shock. The cloudburst was followed by a heavy hailstorm, which threshed out of the wind and cut down hundreds of acres of corn. The hail lay eight inches deep in some places yesterday morning. The damage is enormous.

President Carnot's Assassin Sentenced to Death.

LYONS, Aug. 3.—Caserio was sentenced to death at 15.37. As the sentence was pronounced he uttered with a weak voice said, "Vive social revolution." Then with a louder voice he shouted, "Courage, comrades; vive anarchie."

Dainties for the Sick.

In providing dainties for sick people it should be remembered that sweet things are seldom as tempting to the sick as they would be if the person were in health. Tart sweets, such as crab-apple jelly or currant jelly, are generally acceptable, but strawberry preserves or jelly will sicken. They belong to the cloying sweets. As a general thing salty things taste best to the convalescent, a weak bouillon, rather salt, or a bit of nice, sweet ham, with some butter toast tasting of the salty butter, a soft-boiled egg well salted, a slice of bacon, with dry toast—all these will be eaten by a sick person who would not want to touch them if well. One prime requisite in catering to sick people is to be neat about it, and serve things daintily.

Spain's Claim to Gibraltar.

The English Mediterranean fleet, which is now engaged on the summer cruise, has left Gibraltar for Valencia. Considerable interest, says the Press Association, has been excited among officers and men of the fleet by the significant wording of a proclamation issued by the Spanish authorities. It relates to the appointment of a new "Governor of Algeciras and as Gibraltar, now in temporary possession of the English." Algeciras, as is well known, is on the Spanish mainland, just across the bay, and in full view of the rock off which the Mediterranean fleet has been lying.

Opposite City Market, Moncton.

The right place to buy Dry Goods. A full stock well selected in nearly all lines. Qualities and prices guaranteed second to none. We mean to lead not to follow. We have left our old stand and come to centre of city, to be more convenient to our patrons, and are determined to make it in every way to the interest of the people to buy from us. We ask them to see our goods and learn our prices. We close at six o'clock.

J. FLASAGAN.

NOTICE.

A special meeting of the Court Hillsboro J. O. E. will be held at their place of meeting on Saturday, August 11th, at 12:30 p.m., for the transaction of business. JAMES BLIGHT, C. R.

NOTICE.

The undersigned hereby forbids and cautions all persons, corporations and commissions of any kind, from interfering in any way with the roadbed and track of the Salisbury and Harvey Railway, as anyone so doing will be prosecuted to the utmost rigor of the law. Dated, July 26th, 1894. Office, Hillsborough, the 26th day of July, A. D. 1894.

Estate Notice.

Creditors of the late G. S. Turner and others interested in his estate and in the Albert Southern Ry. are hereby notified that there will be a meeting of such creditors and interested persons at Hotel Brunswick, Moncton, N. B., on Friday, Aug. 3rd next at 10 o'clock a.m. Certain creditors are insisting upon the immediate sale of said railway and I desire to confer with those interested before taking any action. A full attendance is requested.

W. A. TREHMAN, Trustee.

Cook & Whitby's Circus

MONCTON.

A special train will leave Hillsboro at 7 o'clock, Tuesday, August 7th, for Salisbury and return on arrival of C. P. P. train leaving Moncton at 19.50. This will give time to see the Circus Parade and attend the afternoon show. Tickets to Salisbury and return at One Fare.

A. SHERWOOD, Manager.

Ry Office, Hillsboro, July 30, 1894.

Teacher Wanted.

A second class female teacher for School District No. 9, Baltimore, Albert County. For further particulars address,

W. A. STEVENS,

Sec'y.

G. D. STEEVES

Corner Main and Academy street. Received per A. J. and by Rail.

Cider Vinegar,
White Wine Vinegar
Mixed Pickles,
Canned Corn "Delhi,"
Canned Peas "Delhi,"
Canned Salmon,
Granulated Sugar,
Extra Yellow C. Sugar,
Pulverized Sugar,
Val Layer Raisins,
Soda Biscuit,
Brooms, Pails,
Colman's Starch,
Grey Cottons,
White Cotton,
Print Cotton,
Summer Suits,
Flannellette,
Ladies' Blk. Hose,
Ladies' Blk. Mitts,
Clark's 300 yd Cotton,
Paris Green, Gem Preserve Bottles.

New Brunswick, County of Albert, ss.

To the Sheriff of the County of Albert or to any Constable within the said County: Greeting: Whereas James W. Colpitts of the County of Albert, Farmer, Administrator of all and singular the goods, chattels and credits of William E. Colpitts of the Parish of Covertown in the County of Albert, Farmer, deceased has filed his final account in the said estate and prayed that the same may be passed and allowed in due form of law.

You are therefore required to cite the said Administrator, the heirs and next of kin of the said deceased and all others interested in the said estate and they are hereby cited to be and appear before me at a Court of Probates at Hopewell Cape in the said County of Albert on Saturday, the Twenty-eighth day of July next, at ten o'clock in the forenoon to attend the passing of the said account and show cause if any they have or know why the same shall not be finally allowed as prayed for.

Given under my hand and the seal of the said Probate Court, at Hopewell Cape in the County of Albert the Twenty-seventh day of June A. D. 1894.

Signed, W. ALDER TRIFEMAN, Judge of Probates, County of Albert.

JOS. H. DICKSON, Registrar of Probates, County of Albert.

ALBERT STAR \$1.00 A YEAR.

NOTICE.

The Annual General meeting of the Albert Manufacturing Co., will be held in the office of the Company, on Wednesday, the First day of August next at 10 o'clock a. m. C. J. OSMAN, Secy.

NOTICE.

The Annual General Meeting of the Hillsborough Branch Railway Company, will be held at the Office of the Company, on Wednesday the First day of August next at ten o'clock a. m. WILLIAMS WOODWORTH, Secretary.

FOR SALE.

FOR SALE, a Portable Engine and Saw Mill. The subscriber offers for sale at a bargain—1 Robt Hercules Engine, 40 h. p.; 1 Robt Monarch Boiler, 50 h. p.; 1 Portable Saw Mill and Edger, capacity 12 thousand to 15 thousand per day. All in first-class order with all fittings complete. In use two seasons. R. B. TEED, M. A., Barrister, etc., Sackville, N. B.

J. C. STEWART & CO.,
Cor. Main and Downing Streets,
MONCTON, N. B.CANNED GOOD,
BOTTLED GOODS,
CONFECTIONERY.Butter and Cheese
A SPECIALTY.

Pork, Flour, Meal, &c.

EVERYTHING FRESH
NO CHEAP GOODS.

Special attention paid to orders outside the city. 6-6

J. C. STEWART & CO.

W. G. BELL,

314 MAIN STREET,
MONCTON, N. B.
Cheapest Flour, Meal and Pork in the City, full line of English and American groceries on hand

Lowest Prices.

SPORTING GOODS!!

C. E. ELLIOT,

Main Street, Moncton, N. B.
Rifle Shot, Guns, and Ammunition, Fishing Rods, Fishing Tackle of all kinds; a first-class lot of Piles and Lines, selling cheaper than anything in this line ever offered before in the Province. Gunsmithing and general repairing. Anyone wishing anything in this line had better give us a call before purchasing elsewhere.

P. W. F. BREWSTER,

Manufacturer of

Carriages and Sleighs.

Fine Carriage Painting,
Sign Painting.

Also, All Branches of Undertaking, carefully attended to by a thoroughly Experienced Man.

ALBERT, N. B.

TICK, TICK, - TICK.

I do not pretend to do all my business on TICK, but what I would call your attention to is this, that I carry one of the finest lines of

Clocks

to be found in the Provinces and I will warrant them to TICK out the time for you. My prices are low, and my stock comprises

Hall, Office, Parlor, Bedroom and Kitchen Clocks in Marble, Oak, Ash, Walnut and Cherry.

Beautiful Designs, Low Prices, Easy Terms. If not convenient to call send for price list.

K. Bezanson's

Jewelry and Music Store
258 & 260 Main Street,
MONCTON, N. B.

Patronize us in the SPRING
Patronize us in the SUMMER
Patronize us in the FALL
Patronize us in the WINTER

And before placing orders IT PAYS to call at our establishment.

Don't forget the Address
BISHOP THE TAILOR,
171 Main Street,
MONCTON, N. B.

Will make monthly trips to A. Co.

IT PAYS

TO
Patronize us in the SPRING
Patronize us in the SUMMER
Patronize us in the FALL
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Business Good!

We had a big day last Saturday. When the farmer gets time to come to town he generally makes a Bee-line for our store.

Why?

Because he gets the best value for his money.

No shoddy trash, which are dear at any price, but good honest foot-wear at marvelously low prices.

We keep stockings and shirts.

Try our Tea at 25 cents.

Archibald Steeves.

Opp. Bap. Church.

When you want new
CARPETS