

HOLIDAY ADVERTISEMENTS.

Holiday Goods

The Medical Hall!

I HAVE IMPORTED A LARGER STOCK OF

FANCY GOODS

this year than usual and must sell them all, as I carry this line only during

THE HOLIDAY SEASON,

THEY ARE CONSEQUENTLY

MARKED VERY LOW

and are already selling well. The Stock consist of

PLUSH & IZZANO COMB, BRUSH & MIRROR CASES

at \$1.60, \$2, \$2.65, \$5.50, \$6, \$6.75, \$8, \$9, \$11.

PLUSH & LEATHER GLOVE & HANDKERCHIEF BOXES

at \$2.75, \$3.75, \$4.00.

PLUSH JEWEL CASES,

at \$1.60, \$5.00, \$6.00, \$7.00.

WALNUT JEWEL CASES

\$8.00, \$7.00, (very nice.)

CUFF AND COLLAR BOXES

at \$2.15 and \$4.00.

BABY'S PLUSH TOILET SETS

at \$2.00, \$3.25.

ODOR CASES IN PLUSH, LEATHER & IZZANO

at \$1.75, \$2.25, \$2.35, \$3.50.

LEATHER TRAVELLING CASES

at \$2.75, \$3.25, \$4.00, \$6.75.

PLUSH & LEATHER LADIES' COMPANIONS

at \$2.25, \$2.75, \$4.25.

SMOKERS' SETS! MANICURE SETS!

A nice assortment of Heavy Bronze Jugs and Pitchers from \$1.50 to \$8.00 each.

The above are all chosen, rich goods and the best value we ever offered.

CALL AND SEE THEM!
AT THE MEDICAL HALL,
J. D. B. F. Mackenzie.

Chatham, Dec. 3rd, 1890.

HOLIDAY SEASON,
1890 & 1891.

CALL AT THE

NEWCASTLE DRUG STORE

FOR YOUR

X'MAS AND NEW YEAR PRESENTS,

WHERE YOU WILL FIND

THE BEST ASSORTMENT

OF

X'MAS PRESENTS

EVER SHOWN ON THE MIRAMICHI!

CONSISTING IN

Ladies' and Gentlemen's Dressing Cases, Toilet Sets, Manacure Sets, Work Boxes, Brush and Comb Sets, Writing Desks, Shaving Sets, Jewel Cases, Smokers' Sets, Glove and Handkerchief Boxes, Cuff & Collar Boxes in Plush, Oxodized Silver, Leather, Walnut; also Whisk Holders in Horns, Plush and oak, Handsome Sets of Carvers in Cases--

—IN FACT ONE OF THE—

Largest Varities of Fancy Goods

EVER SEEN HERE.

Come One! Come All!

—AND—

MAKE YOUR SELECTIONS

BEFORE IT IS TOO LATE.

REMEMBER THE PLACE—

THE

NEWCASTLE DRUG STORE,

Next New Post Office, Newcastle, N. B.

E. Lee Street, Proprietor.

Miramichi Advance.

CHATHAM, N. B., DECEMBER 25, 1890.

Christmas.

This is Christmas Day—the greatest of all the holidays of the year—and we heartily wish our many readers the fullest measure of happiness in their enjoyment of it. No other anniversary brings with it so many pleasant memories, nor is there any that is so full of interest to persons of all ages and in all the walks of life. The reason is because it commemorates the birth of Him who taught men, better than they were ever taught before, how to live, and gave them, besides, the faith by which the uncertainties and darkness of death gave place to the sure and certain hope of a bright immortality, for which this life is but the preparation. To the young, who cannot grasp the higher meaning of the festival, it brings its innocent enjoyments, while those of fuller years have a double incentive for their happiness. So much has been written about Christmas, that we feel it would be only repeating what has already been better said by others were we to enter at length upon the subject. As the ADVANCE's publication day this year happens, however, to be Christmas, it is appropriate that we should note the fact and express the hope that there will be a general recognition of its duties as well as enjoyment of its merry-makings. Each of us who has at his command a sufficiency of the good things of this world "to keep the wolf from the door," knows some less fortunate neighbor to whose Christmas joy he can contribute. This duty—a most important one—has, doubtless, not been neglected to any great extent amongst us, but it is not too late, even now, for those who may accuse themselves of forgetfulness to make up the omission. Let the charity that gives and the kindly sentiments that are the guarantee of the well-being of the community prevail, with moderation and temperance in all things, that we may feel, after the festivities of the day, that we are all the better for having had another merry Christmas.

Winter Lumber Shipments.

It is often amusing and, sometimes, interesting to read the views of Englishmen on British North American subjects; and if anything in which cold temperature can be made to play a part is an element under consideration, the well-informed reader is sure to be led to wonder whether an Englishman really possesses the capacity to learn that Canada is not an iceberg from December until April. The London *Times* and *Journal*, which is generally thought to be well-informed in this respect, surprises us, in its issue of 6th inst., by promulgating quite original ideas concerning St. John, which is the largest deal-shipping port of the maritime provinces. It says there are times when the cold is so intense at St. John as almost to stop labor of any kind. It admits that these times are exceptional but adds, "when they do happen St. John is closed by ice and navigation stopped."

Now, there is an element of truth in these "propositions," but they are very misleading as to all essential facts. The cold seasons, when navigation is stopped in St. John never happen at all. The "exceptional cold seasons" at that place do not affect the ordinary avocations of the people any more than that of such seasons affect the general course of business in London. St. John is never, for a moment, at any time of the year closed by ice, and navigation is never stopped. The error the *Times* and *Journal* falls into is that of confounding other ports in New Brunswick and Nova Scotia with St. John, and assuming that the same conditions, as to being ice-bound, apply equally to all. The *Journal*, however, seems to think it has St. John down to a nicety, and it proceeds to explain why that port is an open one when not "closed by ice and navigation stopped." It says:—

"The coast of New Brunswick and Newfoundland is washed by the Gulf Stream, which spreads in that direction on its northward course, and it is only when a strong easterly gale keeps it back that its influence along those sea-exposed shores ceases to be felt."

If the *Journal* will take the trouble to inform itself, it will learn that the Gulf Stream never at any time, approaches within four hundred miles of any part of the New Brunswick shores. Besides, the Gulf Stream—not being a drift current—is affected by no other wind but the Trades; and such effect as "a strong easterly gale" might have upon it would be one opposite to that stated by the *Journal*, for if it diverted it at all, the movement of the warm water would be towards the coast. The *Journal* will, therefore, have to look for a better explanation than it has given for its ideas concerning St. John.

The *Journal* is far astray in citing the arrival of the steamer *Thorholm* at London from Miramichi in March as evidence of Miramichi being an open port. The vessel must have been detained some four months beyond the time of an ordinary voyage, for she left Miramichi 12th Nov. 1889. Our port is absolutely closed to navigation from about 1st Dec. until the middle of April. The reason why St. John deals do not go forward in winter, as in summer, is because it does not pay, save in exceptional cases, to either saw or handle spruce for shipment there in winter. Very few of the spruce cutting mills are operated in winter, because they are located on the river above the Falls and open port of St. John, and their booms, by reason of the ice, can neither be supplied with logs nor kept open, so that they can be handled. The output of these mills can be shipped during the summer season and few of them winter any appreciable portion of their cut. Some of the smaller mills on the railway lines running to St. John take advantage of low freight rates in winter to send their deals to St. John for shipment, but, as a rule, it does not pay to ship spruce deals anywhere in New Brunswick in winter, and no possible displacement of sailing tonnage by steam can materially increase the transatlantic winter wood trade of St. John or any other port of this province. If prices in the transatlantic markets were considerably better than they are, we might load quite a fleet of steamers at that port with Miramichi and other North Shore deals, but there do not seem to be any other conditions

under which the spruce trade of St. John can be maintained during the winter months at anything approaching its summer volume.

The Trailing Coat-Tails.

We wish the *Advocate* and the politicians it represents a Merry Christmas and Happy New Year. There is no election in sight just yet, and, even if there were, we should be sorry to engage in a controversy over the matter in the spirit manifested by that paper. Its alleged "Liberal" correspondent's ravings are, of course, as silly as their source is transparent, but as it is Christmas times, we let our pity go out to the writer, which is a more charitable holiday feeling than the contempt in which the community generally holds him all the year round. The *Advocate* seems to indicate that some of those for whom it professes to speak—and whose confidence it evidently shares—have done some favor for the *Advocate*, for which it is not duly grateful, in the form of selling out its independence. All this is very funny, and we will, for the present, let it go in as an element of our Christmas merry-making. We have heard the same kind of thing before from some of the *Advocate's* party, and it is one of the indications of the kind of party it is. If there was nothing else to warn honest and independent men to keep clear of association with it, these incautious repetitions of the talk of the leaders by followers who should never be allowed to be within ear-shot of their confidences, are sufficient. If the *Advocate* and its "Liberal" correspondent were more prudent than they are, they are capable of being, they would not so foolishly disclose their great anxiety lest the gentleman to whom they so impudently refer may be chosen by the independent men of Northumberland as their candidate for Ottawa next year. We are endeavoring, as far as the *Advocate* is concerned, to let the people of the County think their own thoughts and arrive at their own conclusions in reference to their duty in regard to their next choice for the House of Commons. The fact that we think a resident independent liberal the best man to represent the constituency is given for what it is worth, and if it does not meet with the approval of the *Advocate* and its "liberals" they surely can differ from us in a decent manner. We speak only for the paper itself—not by the suggestion of any man or party. So far as the liberal party in the County is concerned, its leaders know that we have done it such service as we could at the publisher's own expense. What we have done has been entirely voluntary, for no party has any claim whatever on the paper, and we are under no obligation to either follow the advice or seek the counsel of anyone. That, to our mind, is the only true position for any man or paper to take, and that is why we have felt entirely free to say that the County ought to elect a resident independent liberal to the House of Commons. Meantime, however, let us have a Merry Christmas, which we hope will put those who differ from us in better humor.

A BIG SHIPPER.—W. M. McKay shipped 106,300,460, s. f. feet of deals etc., from New Brunswick ports to the British and Continental markets during the season just closed.

Prohibition.

A Montreal despatch of 20th inst. says:—Through the joint action of the Presbyterian Church in Canada, and other churches, there has been set on foot an extensive movement for taking the sense of the people of Canada upon the question of prohibition. Over 30,000 petitions for total prohibition will be circulated, and all church members and adherents of the churches over 16 years of age will be at liberty to sign them. It is expected about a million signatures will be attached to the petition. This is the most extensive movement of this nature that has yet been inaugurated in Canada.

EASY, GENTLEMEN.—Our friends of the Merchants' and Manufacturers' Association, Newcastle, seem to misapprehend the railway situation altogether. That Frederick story about the C. P. R. acquiring the Canada Eastern was a whole cloth hoax, so their dive at the Chatham railway is both abortive and indiscreet. The most effective way for our Newcastle friends to secure increased railway facilities is clearly not in the direction of antagonizing existing railway interests. There is room in the world for everybody, you know.

THE MISTAKE EXPLORED.—Rev. Dr. Cavan has resigned the chairmanship of the Equal Rights Association, which, by the way, Toronto News says is "well-nigh dead." "Sit transit," etc.

THE ELECTION IN KILKENNY.—(Globe 23d.)

The election in Kilkenny yesterday resulted in a tremendous defeat for the Parnellite candidate. In fact he was left behind nearly two to one, for he got only 1,336 votes to 2,502 for Sir John Pope Hennessy. A pretty large vote was cast, although it fell below that at the general election in 1884, when Mr. Marmon, the Home Ruler, got 4,084 votes, against 176 for the Conservative. Sir John Pope Hennessy is an interesting man—a man with a history. He is a son of the late John Hennessy, of Cork, where he was born in 1834. He was educated in London and was admitted to the bar at the Inner Temple in 1861. Two years before this he entered the House of Commons as the member for Cork. In those days he was a Tory in politics and a great admirer of Mr. Disraeli. He was the first Catholic Conservative to sit in the House of Commons. As a member of that body he devoted his attention to the amendment of the Irish poor law so as to provide for the rearing of pauper children outside of work-houses, and the passage of the Prison Minister's act, and amendments to the Mines Regulation bill. He also drew the attention of the House of Commons to the decline of the population of Ireland, urging the government to keep the people at home, by amending the Irish land laws and reclaiming the waste lands. Although a nominal Conserva-

tive, his whole course in the House of Commons was an exceedingly liberal one. In 1867 Sir John left Parliament to enter the colonial service. He has served successively as Governor of Labuan, the West African settlements, the Bahamas, the Windward Islands, Hong Kong and the Mauritius. His gubernatorial career in Crown colonies has been a somewhat stirring one, and has been canvassed in a pretty lively way in the House of Commons. In most of the Crown colonies Sir John found that the British residents had one idea: that they were the people, and that they had no consideration whatever for the native-born population. Governors usually sided with the official classes, but Sir John Hennessy adopted a very liberal and, no doubt, conscientious course. He condemned unjust treatment of the native population, and maintained, particularly while he was in the Mauritius, that they were entitled to the same consideration and fair play as if they were Englishmen born. This heterodox idea kept him in constant hot water. It showed, however, that he was a man whose sympathies were with the people. Sir John is said to be the original of "Phineas Finn," and "Phineas Redux," two well-known characters in the world of fiction created by Anthony Trollope. At this election in Kilkenny the strange spectacle was presented of the Conservatives and the Parnellites working together, the Conservatives in the endeavor to kill off their former friend and ally, the Conservative ex-Governor. The result of the election is a serious blow to Parnell, and it indicates the rush of the swift tide which despite his confidence in his personal strength will sweep him off his feet.

The New Parnell.

A Kilkenny despatch says:—Parnell is not the same man he was 10 years ago or three weeks ago. The change in the "Uncrowned King's" mien and manner is positively startling. He is no longer the dignified and self-possessed Charles Stewart Parnell of old, the great leader who ever disdained the use of personal abuse. The contrast between Parnell as I last saw him and as I now see him at this post was, to me, profoundly touching. He had just said he would not stoop to personalities, but forgot his promise. "Gutter sparrows like Tanner," he exclaimed contemptuously, "Hounds like Davitt," and his white teeth gleamed as the words came forth harshly and ferociously. It was not the slow, refined voice of the House of Commons, but a hard, cruel voice, one hanging for vengeance. Parnell sat down again, when Harrington stood up and attacked the Nationalist candidate as a man whose only distinction was the obscure Governorship of Hong Kong. "Down with Hong Kong," muttered Parnell between his teeth, and then he fell with Hong Kong! Parnell struck his knees with his hands as he said this. Then he turned and patting Harrington on the shoulder, Parnell's face was thinner than ever I have seen it. The lustre of the eyes was gone. He seemed tired and dazed. He smoked, or rather half-smoked, numerous cigarettes, throwing one away, lighting another. His gesticulation and his familiarity with his followers were utterly different from anything I had ever seen. His audience was unsympathetic from the first.

Mr. Gladstone and the Irish Cause.

A Birmingham despatch of Wednesday says:—Joseph Chamberlain made a remarkable speech at a private Unionist caucus here to-night. Among other things he said the cause of Home Rule for Ireland was dead and that within a week certain former friends in the Gladstonian party had reopened negotiations with him for a renunciation of the Home Rule cause. He said that such a course was impossible, because Mr. Gladstone, fondly clinging to the desire of his old age, retained Home Rule in the forefront of his program. Mr. Chamberlain then said he doubted anyhow whether a renunciation would be possible with the men forming the Gladstonian majority. But recent events had opened the eyes of Gladstonian moderates, who might co-operate with the Unionists and Tories in the formation of a truly National party devoted to progress in the truest sense.

Terrible Railway Accident.

QUEBEC, Dec. 18.—At 11:55 this morning the express from Halifax on the Intercolonial Railway, ran off the track at St. Joseph de Levis. The spot where the accident took place is a sharp curve overhanging the cliff, which in that place is not over 40 feet high. In the middle of the curve is a causeway, over which passes a bridge. The train was running at a speed of 45 miles an hour, and at about 500 feet from the bridge the sleeping car left the track, plunging its way down through the deep snow to the bottom of the abutment and falling into the sea. This car was badly wrecked inside, but outwardly remained intact. On board were three passengers—two gentlemen and Miss McGarry, the Canadian elocutionist, who was coming to lecture in Quebec. None of these were hurt seriously, although the lady fainted. The sleeper conductor, Malony, had his head driven through a mirror, and the colored porter, Martin, was slightly injured on his right ankle. The first-class car and the others in front of it seem to have been dragged from the track by the weight of the sleeper. It was through its side and in a complete wreck. How the numerous passengers who occupied this car escaped with their lives is a wonder. It is utterly broken up, the interior is a confused mass of broken seats, lamps, glass, etc. No standing room can be found in it. In this car were Hon. T. P. Pelletier, of Trois Pitoies, and his daughter-in-law, wife of Hon. L. P. Pelletier, M. P. P. for Dorchester. Mr. Pelletier was cut out over the eyes and Mrs. Pelletier escaped without a scratch. In this car also were Benjamin Fuller of Halifax, No. 294 Upper Water street, his wife and a grandchild, aged six. They were slightly hurt and will be attended at the Jeffery-Hale Hospital, Quebec, by Dr. Elliott. In the first-class smoker were a number of priests coming from Ste. Anne de la Pointe. Although the smoker was completely wrecked none of the passengers in it were seriously hurt. Among the priests was Rev. Mr. Gauvreau, cure of Levis, one of the most eminent men of the Canadian clergy. The second-class car fell off the bridge and was smashed to splinters upon the stone abutment. Out of this car five dead bodies were taken. The second baggage car crossed the bridge, breaking and damaging the heavy oak sleepers, and fell upon its side in a field beyond, 100 feet from the track.

FROM ANOTHER ACCOUNT.

The train was made up of baggage car, mail car, one second class, one first class and one sleeper. It was running at a high speed, and after passing the St. Joseph station, the second class car appeared to have jumped the track at the end of the station siding on a curve and to have dragged the first-class car and sleeper with it and also to have derailed the mail car and baggage car ahead of it. The three passenger cars ran diagonally along the embankment for 200 yards, the second-class car striking the western

abutment of the bridge the front of the car being smashed to atoms against the solid stone abutments. The three cars turned over, the first class cars being badly shattered; fortunately, the curve on which they were running threw the cars away from each other, and though the heavy sleeper was carried half the length of the first class car it ran alongside of it instead of crushing through as it would have done on a straight line. The sleeper was not so badly smashed as the other cars. The engine still drawing the baggage and mail cars passed over the bridge, the timbers of which were badly broken up by the two cars derailed by the plunging of those in the rear. After passing the bridge the mail car went down the embankment, having apparently turned completely over in its descent. The engine and the derailed baggage car continued passing over a second road bridge safely and were brought to a standstill a few hundred yards further on. As soon as the news of the disaster reached the city a number of medical men crossed the river, and joining their conferees at Levis, went down on a special train to the scene of the disaster and rendered efficient aid to the wounded passengers.

The killed are:—

Alex's Dessaints, liberal member of the Dominion parliament for Kamouraska. Michael Elais, merchant, Kamouraska, who was standing on the platform and there crushed to death. Abraham Hodaj, 21 years old, and Thomas Zarep, 24 years old, both natives of Syria, Arabia, and for some time residents of Chatham, where they had been engaged as jewelry peddlars. The Jewish, Levis, mangled almost beyond recognition. Charles Gaurin, St. Charles. A news agent named Dreesus Winner, who was crushed to death. Michael Label, of Kamouraska. In addition to these there were many injured, the injuries received ranging from contusions to mangled and broken limbs, some of the cases foreshadowing fatal results: Mrs. and Miss Fuller, of Halifax, internal injuries. Mrs. Fuller will probably die. Thomas Foley, of Halifax, large hole in his head and badly burned about the body. Miss Foley, his daughter, slightly bruised. Brakeman Beaudin, fatally injured. [He has since died.] F. Wilson, from Nova Scotia, right leg fractured. Mr. Holstein, of Nova Scotia, badly bruised. Alfred Dubon, Campbellton, N. B., legs broken. Abel Mignone, of Sandy Bay, dying of internal injuries. Mack Dresspool, a Jew of New Glasgow, N. S., has died of internal injuries received in the wreck. The other injured passengers are principally French Canadians from the parishes of Quebec.

Holiday Advertisements.

1890. X'MAS 1890.

FRESH GOODS!

LOW PRICES!!

400 lbs. Malaga Grapes,
1500 " Choice Confectionary,
500 " Assorted Nuts,
200 " Turkey Figs,
500 " Dates,
10 Cases Oranges,
5 " Lemons,
40 Boxes Raisins,
150 Dozen Fresh Eggs,
100 Barrels No. 1 Apples,
5 Cases Valley Cider,
50 Dozen Celery,
1000 lbs. Strictly Pure Lard,
500 " Choice Butter.
EXTRACTS, SPICES, CANDIED PEELS, GOLDEN SYRUP, FRUIT SYRUP, LIME JUICE, &C. &C.

I intend to Sell Cheap!
D. CHESMAN.CALL AND SEE MY
X'MAS STOCK!

THE MOST COMPLETE LINE OF
Watches, Clocks, Jewelry,
Silver Plated Ware,
Spectacles and Eye Glasses

IS THIS TOWN.
Watches from \$5.00 to \$75.00,
Mantel Clocks from \$1.75 to \$15.00, Nickel Alarm Clocks from \$1.25 to \$2.00.

GOLD RINGS

Set with Precious Stones and Diamonds from \$1.00 to \$150.00, and everything in my line is to be found here.

COME AND SEE WHAT BARGAIN!

I am giving this X'mas.

Every Article Guaranteed as Represented.

EVERY WATCH AND CLOCK

bought from me will be kept in repair for
5 YEARS FREE OF CHARGE.

—ALL KINDS OF—

Watches, Clocks and Jewelry
Repaired and Satisfaction Guaranteed.
Call and see f.r Yourselfes.

W. R. GOULD,
CHATHAM.

PHOTOGRAPHS.

From this date till

January 3rd, 1891,

I will make Cabinets at
\$4.00 per. Dozen.

half dozens 2.50.

All Other Styles

at proportionate rates. Above rates will not apply to groups or young children.

J. Y. MERSEREAU.

Chatham, N. B., Dec. 19th, 1890.

HOLIDAY ADVERTISEMENTS.

NEALIS' CORNER!

20 CASES

—OF—

Christmas Goods,

—CONSISTING OF—

Dolls, Toys & Games of all kinds;
Fancy Glassware, Vases, Flower Baskets, China Figures

—AND A CHOICE LINE OF—

SILVERINE GOODS

In Mirrors, Whisk Holders and Comb Cases. We have also

SHELL GOODS

in great variety and an endless line of

FANCY CUPS AND SAUCERS.

In fact our Stock of Goods suitable for Christmas is complete and to AVOID THE RUSH DURING X'MAS WEEK and give all a chance to buy early and see our great variety before purchasing, our entire stock will be placed on our counters on SATURDAY, DEC. 6TH.

The American 5, 10, 15 & 25 Cent Store,
OPPOSITE CANADA HOUSE, CHATHAM.

WORTH SEEING AND HAVING!

FURS! FURS! FURS!

Boas, Capes, Caps, Ties, Muffs. The Largest and Best Stock in the Province outside St. John.

OVERCOATS, JACKETS, ULSTERS.

Men's and Boys' Overcoats and Reefers. I have a fine Stock. Also Ladies' Ulsters and Jackets in Nice New Styles.

CLOTHES, DRESS GOODS.

I can show extra value in Cloths for Ladies and Gent's wear—New Patterns. Also Dress Goods a good Assortment.

KNITTED SFAWLS.

Plain and Fancy, Underwear of every description, Fine and Coarse Yarns, Blankets, Flannels, Cottons, etc., etc.

Some of this lot was bought for half price, and all will be sold at a small advance on cost. BOOTS, SHOES and RUBBERS at old prices. Try my NEW TEAS, very choice.

THE CHEAP CASH STORE.

JAMES BROWN, NEWCASTLE.
October 22nd, 1890.

Great Cheap Cash Sale

—OF—

Dry Goods

—AT—

A. J. LOGGIE & CO'S.

In effecting a clearance of our extensive Stock we have decided to make

SWEEPING REDUCTIONS

in the prices of all lines of Goods, placing our stock on the market at prices that cannot fail to satisfy the public that

THIS GREAT MARK DOWN,

IS GENUINE AND NOT A HUMBUG.
Remember all our Goods are marked in plain figures, so customers can satisfy themselves of the discount.

THIS SALE IS FOR CASH ONLY!

all goods purchased on time will be subject to the same old prices

Our Dress Goods Stock

is very large, comprising all the most fashionable goods, such as French Foule, Cashmeres, Henriettes, Scotch Suitings, German Flannels, Cheviot and French Serge, Merinos, &c. Dress Goods formerly 11, 12, 15, 20 and 25 cents reduced to 9, 10, 12, 15 and 20 cents. Better Dress Goods at similar reductions.

WHITE, GRAY & RED FLANNELS.

at 10, 15, 20 and 30 cents, former prices 13, 18, 25 and 35 cents.

Sealette and Seal Plush for Ladies' Mantles, Ulster and Mantle Cloths of every description, from 50c per yard upwards. Ladies' Ready-made Ulsters and Jackets, cleared out at surprisingly low prices. Ladies' Fur Boas, Fur Collars and Muffs, Fur Capes, a large assortment of Ladies' and Children's Cashmere and Wool Gloves and Hosiery, Ladies' Good Wool Hose at 25c per pair, 15 dozen; Berlin Wool Break-fast Shawls, all new, cleared out at cost. Rouillous Josephine Kid Gloves at \$1.25, former price \$1.50. Adrien Kid Gloves at \$1.00, former price \$1.35, 4 Buttoned Kid Gloves at 40c per pair. Men's Cardigan Jackets all prices, 80c upwards, Men's Flannel Shirts in every variety. Men's, Boys' and Ladies' Underclothing at specially low prices, Ready-made Clothing, Overcoats and Reefing Jackets.

IN OUR MILLINERY DEPARTMENT

all goods are subject to the MARK DOWN. Ladies' F