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The GREAT ENGLISH REMEDY OF PURELY VEGETABLE INGREDIENTS AND WITHOUT MERCURY, USED BY THE ENGLISH PEOPLE FOR OVER 120 YEARS, IS

Cockle's PALE FACED WOMEN

These Pills consist of a careful and peculiar admixture of the best and mildest vegetable aperients and the pure extract of Flowers of Chamomile.

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Wheat, Flour, Buckwheat, RYE, CORN, OATS, BRAN, SHORTS.

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HAVING Bedded 600 Bbls. of selected P. E. I. Oysters, will furnish daily fresh raked Oysters, wholesale or retail, at No. 19, N. S. King Square.

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Essence White Rose; Jockey Club Bouquet; Rondeletia; Essence Bouquet; Heliotrope, Patchouly.

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DELICIOUS AND COOL. THE DRINK OF THE SEASON. ALWAYS THE BEST AT -

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Ottawa Beer, Ginger Ale, Buffalo Mead, Soda Water, CIGARS, Favorite Brands, from 5 to 15 cents each.

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TURKISH DYES Unequalled for Richness and Beauty of Coloring. They are the ONLY DYES that WILL NOT WASH OUT! WILL NOT FADE OUT!

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Can restore the bloom of health to the pallid cheek, replace melancholy with vivaciousness of youth, and renovate the whole system, by the use of HARRINGTON'S Quinine Wine and Iron, and Tonic Dinner Pills, used according to the directions.

SPORTS OF THE SEASON.

I saw three ball games between 2.30 p. m. Saturday and 5 p. m. Monday, and rejoiced and sorrowed more in those few hours than I have in twelve months.

I wonder what the members of the A. A. club thought of their nine after the games of Saturday and Monday. True there was nothing at stake in the contest with Moncton, but the thousand people who paid their money to see a good game of ball must have gone out of the gates with a mighty disgust upon them.

The Shamrocks, on the contrary, were as steady as rocks. There were no mistakes after the second inning. Every man knew his work and for fear he did not Captain Donovan was always echoing it.

I have written something about the A. A. nine's want of practice in this column before, as well as the absence of proper management, and I think the games of the last month have proved all I said.

It would have made no difference Monday if Clarkson or Keefe had been in the box; the result would have been the same. The management of the A. A. nine do not need another pitcher. They have the pick of the league already, but they want a manager who will see that the nine put in from two to three hours solid practice every day.

Secretary Ferguson gave me a cheery greeting Tuesday when I entered his sanctum. He was the picture of ease, innocence, and happiness. No one would have imagined that his heart had been seared the day before.

"The Shamrocks have tightened their grip on the pennant, but we are in the race and propose to be ahead if we can when the finish is reached. I think I was asked a thousand questions on the road home last night. Some told me to bounce the whole nine, others rated us roundly; some blamed Frank Small for falling down, and all had a good deal to say about the team generally."

While he was talking, Secretary Ferguson's eyes wandered to some yellow envelopes on the table. Probably one other man beside the operator knew what the contents were and he was Tom Bell, who was on a short trip to Boston about that time.

But, speaking of operators and messages, what a pull the boys in the C. P. and All scalp and skin diseases, dandruff, falling of the hair, gray or faded hair, may be cured by using that nature's true remedy, Hall's Hair Renewer.

W. U. telegraph offices have on us poor quill-drivers. Now I can hunt all around town for a certain item and only get enough to whet my curiosity, while the operator can sit at his desk, take it easy, and know just what pitcher the boys are thinking of securing, and when they get him he knows all about it.

I heard a good story, a few days ago, that proves that managers of teams are human as well as other people. Some of you may have observed how the Sun seemed to side with the A. A. nine and the Telegraph with the Shamrocks in the first of the season.

E. C. Howe, the amateur whom Tom Bell induced to return to St. John with him and try his curves in the A. A. box, is estimated at different values in many quarters of the city.

I understand that he will be put in the box Saturday, without fail. It wouldn't be a bad idea to put him in the box on the home grounds in an earnest practice and see what the hard hitters of the A. A. nine can do with him.

What is the reason that the St. John's victories are always over the outside clubs, the Shamrock defeats come from the same quarter. Two games in one week. The Frederictons have dropped to the green stockings, and both of them were fights for life.

I see that Billy Donovan was "hit by pitched ball" in the last game. His ribs must be getting sore by this time. Be careful, Captain Donovan, you may do that trick once too often. The umpire may get to you.

King's attempt to trip Milligan at first last Monday was not relished by the majority of the spectators. This is not the first time the trick has been attempted so other players allege, and they are not pleased over it.

JOHNSON'S ANODYNE LINIMENT UNLIKE ANY OTHER. For INTERNAL or EXTERNAL use. Originated by an Old Family Physician in 1810. GENEATION AFTER GENEATION HAVE USED AND BLESSED IT. THINK OF IT.

Could a Remedy WITHOUT REAL MERIT Have Survived for Eighty Years? Dropped on Sugar, Children Love It. Every Traveler should have a bottle of it in his satchel.

EVERY SUFFERER From Rheumatism, Sciatica, Neuralgia, Nervous Headache, Diphtheria, Coughs, Catarrhs, Bronchitis, Influenza, Asthma, Cholera Morbus, Diarrhoea, Lameness, Soreness in Body or Limbs, Lame Back, Stiff Joints or Strains, will find in this old Anodyne relief and speedy cure.

STEAMERS.

THE STEAMER "CLIFTON," FOR THE SEASON, WILL MAKE HER regular trips on Mondays, Wednesdays and Saturdays, Leaving Hampton at 5.30 o'clock, a. m., and Indian-town at 4 p. m.

STMR. "BELLISLE" FOR HATFIELD'S POINT, and Intermediate Stops, for about 30 miles on ST. JOHN RIVER and 12 miles on BELLISLE BAY.

NEW YORK, MAINE & NEW BRUNSWICK S. S. COMPANY. Steamer "Winthrop," H. H. HOMER, COMMANDER.

International Steamship Co. SUMMER ARRANGEMENT. Three Trips a Week for Boston.

ON and after MAY 5, the Steamers of this Company will leave St. John for Eastport, Portland and Boston, every SATURDAY at 5 p. m., for Bar Harbor, Eastport, and St. John.

1890 SEASON. 1890 St. John, GRAND LAKE AND SALMON RIVER.

THE reliable steamer "MAY QUEEN," C. W. BRANNEN, Master, having been put in thorough repair during the past winter, will, until further notice, run between the above named places, leaving her wharf, Indian-town, every WEDNESDAY and SATURDAY morning, at 8.30 o'clock, local time.

W. M. McMULKIN, Agent at Indian-town. THE W. WEYMOUTH S. S. CO. Limited. S. S. "WEYMOUTH," Capt. J. D. Payson.

COMMENCING JULY 15th, Steamer "Weymouth" leaves WEYMOUTH every Tuesday, for St. John. Returning leaves Turnbull's Wharf, St. John, every Wednesday, at 1 p. m., for Weymouth.

CHAS. BURRILL & CO. Managers. Agents: ST. JOHN: BAIRD & PETERS. YARMOUTH: W. A. CHASE.

NEW YORK Steamship Co. THE REGULAR LINE. THE IRON STEAMSHIP VALENCIA! (1600 tons, CAPT. F. C. MILLER), LEAVES ST. JOHN FOR NEW YORK, via Eastport, Me., Rockland, Me., and Cottage City, Mass., every FRIDAY, AT 4 P. M., (Eastern Standard Time). Returning, steamer will leave Pier 49, East River, Clinton Street, New York, every Tuesday, at 5 p. m., for ROCKLAND, ME., EASTPORT, ME., and ST. JOHN, N. B.

Freight on through bills of lading to and from all points south and west of New York and from New York to all points in the Maritime Provinces. Cheapest Fares and Lowest Rates.

SHIPPERS and Importers save TIME AND MONEY by ordering goods to be forwarded by the New York Steamship Company.

Through Tickets for sale at all Stations on the Intercolonial Railway. For further information, call on or address N. L. NEWCOMB, General Manager, 65 Broadway, New York, or FRANK ROWAN, Agent, 228 Prince William Street, Saint John.

RAILWAYS

NEW BRUNSWICK RAILWAY.

"ALL RAIL LINE" TO BOSTON, &c. "THE SHORT LINE" TO MONTREAL, &c. Commencing June 29, 1890. PASSENGER TRAINS WILL LEAVE INTER-COLONIAL RAILWAY Station, St. John, at 6.40 a. m.—Flying Yankee for Bangor, Portland, Boston, etc., St. Stephen, St. Andrews, Houlton, Woodstock and points North.

BUFFET PARLOR CAR ST. JOHN TO BOSTON. 8.45 a. m.—Accommodation for Bangor, Portland, Houlton, Woodstock, Fredericton, St. Stephen, Houlton and Woodstock. 11.45 a. m.—Express for Fredericton and intermediate points. 1.45 p. m.—Night Express for Bangor, Portland, Houlton and points west; Houlton, Woodstock, for St. Stephen, Presque Isle, etc.

PULLMAN SLEEPING CAR ST. JOHN TO BANGOR. 10.45 p. m.—Fast Express, via "Short Line," for Montreal, Ottawa, Toronto and the West. CANADIAN PACIFIC SLEEPING CAR TO MONTREAL. RETURNING TO ST. JOHN FROM Montreal, 7.45 p. m. Can. Pac. Sleeping Car attached to Bangor at 5.45 a. m.; 3.20 p. m. Parlor Car attached; 7.35 p. m. Sleeping Car attached.

EASTERN STANDARD TIME. Trains marked * run daily; † except Sunday. ‡ Daily except Monday. F. W. CRAM, Gen. Manager. A. J. HEATH, Gen. Pass. Agent.

Shore Line Railway. COMMENCING WEDNESDAY, June 18th, Trains will leave St. John daily (Sundays excepted) East Side (Ferry) at 6.40 p. m. West Side, 2 p. m. arriving at St. George, 4.30, St. Stephen, 6.30 p. m. Leave St. Stephen, 7 a. m., arriving St. John, 11.30 a. m. Baggage and Freight received at Moulson's, Water street. Eastern Standard Time. FRANK J. McPEAKE, Superintendent.

Intercolonial Railway. 1890—Summer Arrangement—1890

ON and after MONDAY, 9th JUNE, 1890, the trains of this Railway will run daily (Sunday excepted) as follows:— TRAINS WILL LEAVE ST. JOHN Day Express for Halifax and Campbellton..... 7.00 Accommodation for Point du Chene..... 11.00 Fast Express for Halifax..... 11.00 Fast Express for Quebec and Montreal..... 11.30 Express for Halifax..... 11.35

Express from Halifax (Monday excepted).... 6.10 Fast Express from Montreal and Quebec (Monday excepted)..... 8.30 Accommodation from Point du Chene..... 12.55 Day Express from Halifax and Campbellton..... 18.05 Express from Halifax, Pictou and Mulgrave..... 22.30 The 6.30 train from Halifax will arrive at St. John at 8.30 Sunday, along with the express from Montreal and Quebec, but neither of these trains run on Monday. A train will leave Sussex on Monday at 6.47, arriving at St. John at 8.30. 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 Superintendent.

RAILWAY OFFICE, Moncton, N. B., 6th June, 1890.

Buctouche and Moncton Railway.

On and after 8th APRIL, Trains will run as follows: Leave BUCTOUCHE, 7.30 Leave MONCTON, 15.30 Arr. MONCTON..... 10.00 Arr. BUCTOUCHE, 17.30 C. F. HANINGTON, Manager.

HOTELS.

HOTEL STANLEY, ST. JOHN, N. B. J. M. FOWLER, Proprietor. DELMONT HOUSE, ST. JOHN, N. B. The most convenient Hotel in the city. Directly opposite N. B. & Intercolonial Railway station. Baggage taken to and from the depot free of charge. Terms—\$1 to \$2.50 per day. J. SIME, Proprietor.

QUEEN HOTEL, FREDERICTON, N. B. J. A. EDWARDS, Proprietor. VICTORIA HOTEL, ST. JOHN, N. B. D. W. McCORMICK, Proprietor.

ROYAL HOTEL, ST. JOHN, N. B. T. F. RAYMOND, Proprietor.

ELLIOTT'S HOTEL, 28 to 32 GERMAIN STREET, ST. JOHN, N. B. Modern Improvements. TERMS, \$1.00 per day. Tea, Bed and Breakfast, 75 cts. W. E. ELLIOTT, Proprietor.

HOTEL DUFFERIN, ST. JOHN, N. B. FRED A. JONES, Proprietor.

Myrtle House DIGBY, N. S. THIS favorite resort, with its fine situation, and view of water and surrounding country is open for guests. Extensive grounds, Tennis Courts, etc. Special terms to parties and families, and for the season, on application. J. R. O'SHAUGHNESSY.

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