

GEORGIA'S CONVICT SYSTEM.

A Black Chapter in the History of this Southern State.

When the history of our convict lease system is written it will prove to be the blackest chapter in the history of Georgia. It is a Pandora's box out of which has swarmed a brood of evils—a brood that is constantly multiplying and growing. The most prominent among these evils are fraud, corruption, brutality, butchery and a high-handed violation of the law. This network seems to be spread over the whole state.

The announcement that the lease of misdemeanor convicts to private parties is illegal and has no warrant in law, shows to what depths of demoralization the lease system tends. To lease a misdemeanor convict to private parties is a direct violation of the law, and yet this illegal traffic is carried on so extensively that the governor of the state has found it necessary to have the camps of leased misdemeanor convicts inspected.

When the plain letter of the law is thus violated by the very men who have been selected to uphold it—the county solicitors and other officials—it is small cause for wonder that the criminal classes have a growing contempt for the courts and their processes. The report of Colonel Byrd is disgraceful enough, but a much fouler taint is added when the public knows that all those horribly inhuman conditions are based on a plain and direct violation of the law.

The officials who thus traffic in human misery are themselves guilty of a more serious crime than any of the convicts who are serving out misdemeanors. These officials are guilty of striking a most disastrous blow against the good name of the state. A very pretty story is that told by a State House official in regard to a negro who was convicted and privately sold by a county solicitor for \$100. When it was discovered that the man was innocent, the judge and jury signed a petition for his release; but the county solicitor refused to sign it because he had received \$100 for the hire of the man.

Here it will be seen that the lease system has not only led to a flagrant violation of the law, but to active co-operation; and it may be safely said that the good people of the state, will never have an opportunity of discovering all the facts in regard to this wholesale violation of the law—this fraudulent traffic in human misery. The "political pul" will cause the facts to be suppressed, and the complacent grand juries (as Colonel Byrd's report has shown) will refuse to find indictments.

It is idle to boast of our civilization and progress when officers of the law connive at a direct and flagrant violation of the law for the purpose of trafficking in human misery. And it is hinted from the State House that not only the county officers, but some of the members of the Legislature, are engaged in taking the foul profits of cruelty and brutality.

There is but one thing to do, and that is for the Legislature to take hold of this matter actively at the next meeting and provide the remedy. The enlightened public sentiment of the state will not tolerate such a foul blot on the good name of Georgia. There is fame ahead for the man who, representing the righteous indignation of the people, shall lead the fight for a new system which will put an end to the traffic in human misery and the corruption that dances attendance on it.

And the discussion ought to be the means of bringing about a wholesome change in the inequalities of the law—changes that will make for justice and humanity. A negro who steals a chicken is promptly punished. A county official who attacks the law itself and tramples on it, to the end that he may pocket the proceeds of corruption and cruelty, goes scot free. Grand juries wink at the fraud and the brutality that ensue, and the good name and moral welfare of the state are dragged in the mire at the heels of petty greed and avarice.

All this must be changed, and that radically. Let the Legislature go to the root of the business.—Atlanta Constitution.

NEW YORK'S WOMAN COBBLER.

Mrs. Gill Mends Shoes—In Former Days She Used to Make Them.

Mrs. Elizabeth Gill is the woman cobbler of New York city. Her little shop is in the basement of 23 North Moore street. It was there, surrounded by tools and hammering away on a pair of men's shoes, that she spoke of her work.

"I was born and raised in Northampton England, and began to make shoes when I was 6 years old. Everybody made shoes in Northampton, and children began at an early age to sew on straps. I began just as other children, but as I had a taste for the work I learned sooner. When I was 13 I made a pair of shoes for my mother. They fitted well, and she wore them for more than a year. But, here Mrs. Gill shook her head and heaved a sigh, "we used leather in those days. All shoes had good, solid, honest leather soles at the bottom. They gave satisfaction to the buyer and the makers could take pride in every stitch of the making."

"About the time I was grown a friend of mine who had come over to this country to work returned home on a visit and begged

me to come back with her. I didn't mind, so I asked her if I could make a living if I came. She laughed and said I could make twice as good a living here as there. So I came. We landed in New York July 4, 1868, late of an evening, about 8 o'clock. You should have seen the fireworks they were sending up and down at Castle Garden. It was grand.

"When I first came over I made uppers, first by hand and later by machine. I earned from \$10 to 20 a week in that way; then when I came home at night I often mended a pair of shoes. There were the days when you got \$1.50 for mending and half-soles. You see, I made a lot extra money in the evening. In England I never made more than 21 shillings a week, and when I made that I thought I was doing remarkably well for those were the wages of first class men with trades, such as carpenters. In 1878, ten years after I came over, machinery for making shoes was so much improved that there was no demand for people to make uppers, so I hung out my sign as a repairer. My shop was on Mulberry street and I had just as much as I could do. My regular price for repairing and half soles now is \$1, but everybody wants me to do it cheaper. They want me to beat me down to 60 cents. I always tell them that at that price my materials cannot be good nor will my work last. I hate to do it because I have no pride in a slovenly job."

"Then, too, the shoes you wear now are not half so good as they used to be. They have such ugly shapes. Those ones with pointed toes are horrible. The idea of anyone wanting a shoe that has to have two inches of the toe stuffed! While they are not nearly so good they are much more expensive. Why, in my day a lady could buy a beautiful pair of shoes for \$1 and have a pair made to order for \$1.25; now look what they have to pay for them and see how they wear out. Why, I know a woman who bought a pair of shoes for her little girl the other day at 49 cents, and the first time the child wore them out she got them wet and the soles dropped off. They were pure paper. Shoemakers didn't play such tricks as that in my day."

BETTER THAN GOLD

IS THE RARE TREASURE OF PERFECT HEALTH.

A Nova Scotia Lady Says "I Consider Dr. Williams' Pink Pills a Priceless Boon to Suffering Humanity."

From the Amherst, N. S., Sentinel.

The rugged and the strong do not appreciate to its full extent the blessing of perfect health. It is only those who have passed through a trying illness, who feel that health is a treasure to be prized more than silver or gold. Among those who have experienced the truth of this is Miss Sabina Rector, of West River, N. S. This lady has passed through a trying and wearisome illness from which happily relief was found through the medium of a medicine that had brought health to thousands of others, and whose medicinal virtues will work equally good results in all cases where it is given a fair trial. Miss Rector says:—"I feel it is my duty to recommend Dr. Williams' Pink Pills, as they have done wonders for me. About two years ago I became very ill with a complication of diseases. I was suffering with indigestion, biliousness and the resulting nervous disorders, such as sick headache, loss of appetite, and flashes of heat and cold. I began doctoring, and although I had the best of care I seemed to grow worse every day. I slept but little and when lying down would grow so hot and suffer from a sensation of smothering that I would find it necessary to arise. Then the other extreme would come and I would shiver with cold. Time wore on and there was no improvement in my condition. I was not able to do any work about the house and even the exertion of moving about would tire me out. If I attempted to walk any distance or hurried in the least I would gasp for breath and could scarcely speak. I had a very poor appetite and what food I ate did not seem to agree with me or furnish needed nourishment, and I also suffered with a severe pain in my side and back. During this time I tried many remedies, but they gave me no relief whatever. I had become so weak, and my system was so run down that life was a burden to me. At this stage my attention was directed to Dr. Williams' Pink Pills and I determined to give them a trial. After using four boxes I felt so much better that hope and encouragement came to me once more. I continued the use of the Pink Pills and found myself steadily gaining health and strength. By the time I had used four boxes more I had fully regained health and strength and I am not only able to do my full share of household work, but also attend to my Sabbath school class and other church duties. I look upon Dr. Williams' Pink Pills as a priceless boon to suffering humanity."

Dr. Williams' Pink Pills are a specific for the troubles which makes the lives of so many women a burden, and speedily restore the rich glow of health to pale and sorrow cheeks. Sold by all dealers, or sent by mail postpaid, at 50c a box, or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Co., Brockville, Ont. Beware of imitations and substitutes alleged to be "just as good."

Careless.

"Yes," said the editor of the picture paper, "he is a very good artist. I have only one fault to find with him."

"What is that?"

"His style is getting monotonous. He drew two portraits of the same woman, and he made them both look alike."—Washington Star.

BORN.

Springhill, Sept. 4, to the wife of J. W. Highton, a son.
Windsor, Sept. 4, to Mr. and Mrs. Charles Dill, a son.
Parrsboro, Sept. 2, to the wife of Thomas Welton, a son.
Amherst, Sept. 8, to the wife of Thomas Brown, a daughter.
Nappan, Sept. 7, to the wife of Peter Gould, twins, sons.
Salem Mass, Aug. 28, to Mr. and Mrs. E. H. Patten a son.
Pictou, Sept. 9, to Mr. and Mrs. J. Smith Grant, a daughter.
Annapolis, Aug. 4, to the wife of Charles Lewis, a daughter.
Brooklyn, Sept. 5, to Mr. and Mrs. Linwood Starrett, a son.
Parrsboro, Sept. 3, to the wife of J. S. Henderson, a daughter.
Barrington, Sept. 8, to Mr. and Mrs. F. C. Wilson, a daughter.
Tusket Wedge, Sept. 1, to Mr. and Mrs. John Cotreau, a son.
Tusket Wedge, Sept. 4, to Mr. and Mrs. Maude Richard, a son.
East Boston, Sept. 6, to Mr. and Mrs. Harry R. Simonson, a son.
Blanch, Cram Harbor, Aug. 30, to Mr. and Mrs. David Slat, a son.
Caledonia, Sept. 5, to Mr. and Mrs. F. M. Smith, twins, boy and girl.
Fredericton, Sept. 11, to the wife of Mr. John P. Neill, a son.
Tusket Wedge, Aug. 29, to Mr. and Mrs. Philip Cotreau, a daughter.
Shubensadie, Sept. 11, to Mr. and Mrs. James Kirkpatrick, a daughter.
Troy, Sept. 9, to Mr. and Mrs. Thomas Keith, a daughter.
Barrington Passage, Sept. 5, to Mr. and Mrs. J. C. Darby, of Jacksonville, Florida, a son.
Salmon River, Digby Co. N. S., Aug. 30, to Mr. and Mrs. Oliver P. Comeau, a daughter.

MARRIED.

Newport, Restigouche, Moses David to Mary Cyr. Milford, Aug. 21, by Rev. A. B. Dickie, Arthur Bathurst, Sept. 9, by Rev. T. Cumming Rev. A. F. Thompson to Eva Tucker.
Tusket Wedge, Aug. 31, by Rev. F. Gay, Anthony Doucet to Mina Boudreau.
Barrington, Aug. 17, by Rev. Mr. Huestis Sanford Slat to Laura Winifred Brown.
Halifax, Sept. 6, by Rev. Gerald Murphy, Thomas Hunt to Mary McSweeney.
Pugwash, Sept. 6, by Rev. C. H. Haverstock, Peter Leadbetter to Annie Hunter.
Barrington, Sept. 4, by Rev. Jas. Billington, Elsie Smith to Faebe Rogers.
Rocky, Sept. 8, by Rev. C. H. Haverstock, John S. Davidson to Minnie Mills.
Yarmouth, Sept. 1, by Rev. R. D. Bambrick, Charles M. Knolin to Annie Geddie.
Roxbury, Mass. Aug. 11, by Rev. S. C. Gunn, Vere P. Richards to Annie E. Hatch.
Yarmouth, Sept. 10, by Rev. J. H. Foshay, Harry B. Winifred to Laura Winifred Brown.
Dartmouth, Aug. 23, by Rev. F. H. Almon, Samuel B. Wambout to Mrs. Janet Harrison.
Mill Village, Sept. 1, by Rev. James Lumsden, Ambrose Verge, to Ellen Louise Sawyer.
Denmark Queens, Sept. 4, by Rev. James Lumsden, William Zwickler to Mrs. Bessie Parker.
Fredericton, Rhode Island, Aug. 29, by Rev. O. E. Cate, Clarence W. Lucas to Susie D. S. Buchanan.
Argyle Sound, Sept. 1, by Rev. Geo. E. Sturgis, M. D. Osbourne F. Murphy to Lillian N. Fitzmaurice.
Yarmouth, Sept. 2, by the Rev. Edward E. Braithwaite, Capt. Herbert S. Linton to Florence Gertrude Horton.
Tatamagouche, Sept. 7, by Rev. T. Sedgewick, D. D. Jackson to Laura Winifred Brown.
Smith to Grace Chambers.
Lyons Brook, Pictou, Sept. 8, by Rev. A. Falconer assisted by Rev. W. McC Thompson, James A. Thompson to Minnie K. Grant.

DIED.

Halifax, John Sheridan.
Halifax, Mrs. Ann Toomey, 78.
Halifax, Aug. 9, Thomas Oram 53.
Halifax, Capt. James David Hora, 60.
Kings, Aug. 31, Mrs. Unice Pearson, 70.
Studholm, Sept. 2, Charlotte H. Foshay.
Tusket Falls, Sept. 1, Mrs. Isaac White.
St. John, Sept. 10, Anna Dora Caron, 76.
West Caledonia, Sept. 9, Francis Scott, 63.
Halifax, Aug. 31, Mrs. Unice Pearson 70.
Port Mouton, Sept. 3, Solomon Stuart, 64.
Halifax, Sept. 9, Capt. James D. Horn, 69.
Springhill, Sept. 4, Joshua H. Canfield, 88.
Halifax, Sept. 12, Mary E. MacKeown, 60.
Lunenburg, Sept. 7, Melinda B. Beatrice Scott.
Yarmouth, Sept. 2, Capt. Josiah Crosby, 72.
Para, Brazil, Aug. 10, Capt. Wm. A. Horn, 30.
Marshalltown, Aug. 26, Charles Campbell, 65.
Amherst Shore, Sept. 7, Lila Pearl Angus, 22.
Marshalltown, Aug. 26, Charles Campbell 65.
Black River, Sept. 3, Mrs. Gordon Benjamin.
Springhill, Sept. 4, Wm. H. Martell, 9 weeks.
Para Brazil, Aug. 10, Capt. Wm. A. Horn, 30.
Halifax, Sept. 18, W. Charlton Macdonald, 7 mos.
Maynard, Sept. 2, Bessie, wife of Braz Malcolm 62.
Aylesford Mountain, Sept. 1, Bernard McGinty 74.
Vancouver, B. C., Sept. 10, Charles A. Coldwell, 57.
Halifax 2 pt. 1, Rebecca E. widow of John Butler 68.
Halifax, Aug. 13, Mary E. wife of Peter E. McKerr 60.
Pictou, Aug. 29, Eliza J. wife of Capt. W. C. Warner.
Turo, Sept. 8, James H. son of Mr. and Mrs. J. Casey 9.
Windsor, Sept. 9, William, son of Mr. and Mrs. Scott 32.
Yarmouth, Sept. 8, Sadio Belle Treffy, 1 year and 4 months.
Back River, Kings Co., Sept. 3, Mrs. Gordon Benjamin.
Lunenburg, Sept. 7, Melinda B. daughter of Mr. and Mrs. Scott.
Windsor, Aug. 30, Florence A. wife of Archibald McDonald.
Port Maitland, Sept. 3, Alice Jan, wife of Israel Goudy, 60.
St. John, Sept. 12, Mary, widow of the late Dennis McCarty 56.
Port L'Ange, Sept. 4, Rebecca, wife of Capt. Geo. L. Jackson 60.
Plymouth, Aug. 29, Eliza Jenkins, wife of Captain W. C. Warner.
Mill Village, Sept. 1, Ina Bella, daughter of Martin Reinhardt, 8.
St. John, Sept. 11, Oscar R., son of Mr. and Mrs. J. R. Scott 31.
St. John, Sept. 10, Anna Dora, widow of the late Michael Garon, 76.
Liverpool, Aug. 25, Rosann, daughter of Mr. and Mrs. Wm Pitts, 4.
Chatham, Sept. 1, James Alexander Douglas, four months and 22 days.
Antigonish, Aug. 10, Anne daughter of the late Lancelotti McDonald.
Turo Sept. 8, James Herbert, son of Mr. and Mrs. James Casey, 9 years.
Halifax, Sept. 12, John Francis, child of Mr. and Mrs. F. J. Hems worth 8 months.
St. John, Sept. 12, Mary V., daughter of Mr. and Mrs. T. B. Fairweather, 8 months.
Dartmouth, Aug. 21, Goldah Man, only child of Theresa and Frank James, 4 months and 15 days.
Haverhill, July 12, Mildred F. only child of Edward C. and Cora Eldridge, 6 years and 8 months.

STEAMBOATS.

1897. 1897.
The Yarmouth Steamship Co.
(LIMITED),

For Boston and Halifax,
Via Yarmouth.

The Shortest and Best Route between Nova Scotia and the United States. The Quick-est Time, 15 to 17 Hours between Yarmouth and Boston.

4—Trips a Week—4

THE STEEL STEAMERS

BOSTON and YARMOUTH

UNTIL FURTHER NOTICE.

COMMENCING June 30th, one of the above steamers will leave Yarmouth for Boston every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY evening, after arrival of the Express train from Halifax.
Returning, leave Lewis wharf, Boston, every MONDAY, TUESDAY, THURSDAY and FRIDAY at 12 noon, making close connections at Yarmouth with the Dominion Atlantic Railway to all points in Eastern Nova Scotia, and Davidson's Coach lines, and steamers for South Shore Ports on Friday morning.

Stmr. City of St. John,

Will leave Yarmouth every FRIDAY morning for Halifax, calling at Barrington, Shelburne, Lockeport, Liverpool and Lunenburg. Returning leaves Pictou and Black's wharf, Halifax, every MONDAY evening, for Yarmouth and intermediate ports, every MONDAY and THURSDAY, at 8 o'clock, leaving Yarmouth for Boston on WEDNESDAY evening.

Steamer Alpha,

Leaves St. John, for Yarmouth every TUESDAY and FRIDAY afternoon, returning, leave Yarmouth every MONDAY and THURSDAY, at 8 o'clock, p. m. for St. John.

Tickets and all information can be obtained from L. E. BAKER, President and Managing Director.

W. A. CHASE, J. F. SPINNEY, Agent Secretary and Treasurer. Lewis Wharf, Boston. Yarmouth, N. S. June, 23rd 1897,

International S. S. Co.

18½ HOURS

TO BOSTON



The Steamship "St. Croix" will sail from St. John direct to Boston every TUESDAY and SATURDAY at 4.30 p. m. Standard. Fast Express to Boston.
Steamers "Cumberland" and "State of Maine" will sail from St. John, for Eastport, Portland and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 8 o'clock, Standard, due in Boston about 4 p. m. next day.
Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen.
Freight received daily up to 6 o'clock.

C. E. LAECHLER, Agent.

STAR LINE STEAMERS

For Fredericton

(Eastern Standard Time.)

Mail steamers David Weston and Olivette leave St. John every day (except Sunday) at 8 a. m. for Fredericton and all intermediate landings, and will leave Fredericton every day (except Sunday) at 7.30 a. m. for St. John.
A steamer of this line will leave Indiantown every Saturday night at 6.30 p. m. for Wickham and intermediate landings, returning Monday morning, leaving Wickham at 5 a. m., arriving at Indiantown at 8 a. m., until further notice; one fare. Return tickets, good for morning or afternoon boat on Monday. No return tickets less than 40c.

GEORGE F. BAIRD, Manager.

On and after Thursday, July 8th,

The Steamer Clifton

will leave Hampton for Indiantown.....

MONDAY at 5.30 a. m.
TUESDAY at 3.30 p. m.
WEDNESDAY at 2 p. m.
THURSDAY at 3.30 p. m.
SATURDAY at 5.30 a. m.

Will leave Indiantown for Hampton Tuesday at 9 a. m., Wednesday at 8 a. m., Thursday at 9 a. m., and Saturday at 4 p. m.

CAPT. R. G. EARLE,
Manager

HOTELS.

THE DUFFERIN.

This popular Hotel is now open for the reception of guests. The situation of the House, facing as it does on the beautiful King Square, makes it a most desirable place for Visitors and Business Men. It is within a short distance of all parts of the city. Has every accommodation. Electric cars, from all parts of the town, pass the house every three minutes.

E. LEROI WILLIS, Proprietor.

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Directly opposite Union Depot. All modern improvements. Heated with hot water and lighted by electricity. Baggage to and from the station free of charge. Terms moderate.

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FREDERICTON, N. B.

Fine sample rooms in connection. First class Livestock Stable. Coaches at trains and boats.

RAILROADS.

Intercolonial Railway.

On and after Monday, the 21st June, 1897, the trains of this Railway will run daily, Sunday excepted, as follows.

TRAINS WILL LEAVE ST. JOHN:

Express for Campbellton, Pugwash, Pictou and Halifax.....7.00
Express for Halifax.....12.26
Accommodation for Moncton, Point du Chene and Springhill Junction.....12.40
Express for Sussex.....16.36
Express for Rothesay.....18.30
Express for Quebec, Montreal, Halifax and Sydney.....22.30
Buffet Sleeping Cars for Montreal, Lewis, St. John and Halifax will be attached to trains leaving St. John at 22.30 o'clock, and Halifax at 20.00 o'clock.

TRAINS WILL ARRIVE AT ST. JOHN:

Accommodation from Sydney, Halifax and Moncton (Monday excepted).....6.05
Express from Moncton and Quebec (Monday excepted).....7.15
Express from Sussex.....8.30
Accommodation from Point du Chene.....12.40
Express from Halifax.....16.36
Express from Halifax, Pictou and Campbellton.....18.30
Express from Rothesay.....22.30

The trains of the Intercolonial Railway are heated by steam from the locomotive, and those between Halifax and Montreal, via Lewis, are lighted by electricity.

All trains are run by Eastern Standard Time.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 16th June, 1897.

CANADIAN PACIFIC RY.

Fall Excursion

PORTLAND and BOSTON

COMMENCING MONDAY, 13th inst., RETURN TICKETS will be sold to Portland or Boston, good for return within 30 days from date sold, at the

ONE WAY : : :

UNLIMITED FARE.

Further particulars of Ticket Agents.

D. MCNICOLL, A. H. NOTMAN, Pass. Traffic Mgr., Dist. Pass. Agent, Montreal, St. John, N. B.

Dominion Atlantic R'y.

On and after 3rd July, 1897, the Steamship and Train service of this Railway will be as follows:

Royal Mail S.S. Prince Rupert,

DAILY SERVICE (Sunday excepted).

Lve. St. John at 7.00 a. m., arr. Digby 9.30 a. m. Lve. Digby at 1.00 p. m., arr. St. John, 3.30 p. m. S. S. Evangeline runs daily (Sunday excepted) between Parrsboro, making connection at Kingsport with express trains.

EXPRESS TRAINS

Daily (Sunday excepted).

Lve. Halifax 5.50 a. m., arr. in Digby 11.55 a. m. Lve. Digby 12.05 p. m., arr. Yarmouth 2.40 p. m. Lve. Halifax 8.00 a. m., arr. Digby 12.46 p. m. Lve. Digby 12.46 p. m., arr. Yarmouth 3.00 p. m. Lve. Yarmouth 7.15 a. m., arr. Digby 9.58 a. m. Lve. Digby 10.05 a. m., arr. Halifax 4.60 p. m. Lve. Yarmouth 8.50 a. m., arr. Digby 10.20 a. m. Lve. Digby 10.25 a. m., arr. Halifax 3.30 p. m. Lve. Annapolis 7.00 a. m., arr. Digby 8.20 a. m. Lve. Digby 4.45 p. m., arr. Annapolis 6.05 p. m.

Pullman Palace Buffet Parlor Cars run each way daily on express trains between Halifax and Yarmouth and Yarmouth and Annapolis.

S. S. Prince Edward,

BOSTON SERVICE

By far the finest and fastest steamer plying out of Boston. Leaves Yarmouth, N. S., every MONDAY and THURSDAY immediately on arrival of the Express train, and "Flying Bunches" Expresses, arriving in Boston early in the morning. Returning leaves Long Wharf, Boston, every SUNDAY and WEDNESDAY at 4.30 p. m. Unequalled cuisine on Dominion Atlantic Railway Steamers and Palace Car Express Trains.

Staterooms can be obtained on application to City Agent. Close connections with trains at Digby. Tickets on sale at City Office, 114 Prince William Street, and from the Purser on steamer, from whom time-tables and all information can be obtained.

W. R. CAMPBELL, Gen. Man'gr. P. GIFFINS, Superintendent.

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