The Royalty Derby

For Men Who Know — Embodies Fit, Style and Workmanship.

Price $2.50

F. S. THOMAS

Fashionable Hatter — 539 Main Street

Rothesay Collegiate School

Rothesay, N. B.

Headmaster, Rev. W. R. Hibbard, M. A.

(Late Senior Mathematical Master at Trinity College School, Port Hope.)

Well known boarding school for boys. Preparation for the Universities, R. M. C., or for business.

Manual Training New Gymnasium ready for use in September.

Five resident masters for average attendance of 70 pupils. Situation unexcelled.

The school is managed on what is known as the Home System, i.e., the boarding houses are quite separate from the main building, and each is in charge of two masters.

Next term begins Sept. 10th.

For illustrated calendar and other information, apply to the Headmaster.

FINANCIAL and COMMERCIAL

(Furnished by D. C. Clinch, Banker and Broker.)

COTTON LETTER.

While the market has recently paid very little attention to weather news, it is probable that crop conditions will exert an influence from now on and that the weather will soon become the dominating factor because of its probable influence upon the southern holder. At any rate it would seem hardly possible that southern spot markets should maintain their present premium if the out look for the crop continues as favorable up to the early marketing season. The local market can hardly fail to be very sensative to anything that promises a changing in the spot. Probably nothing can help the short interest in the near months here. The bull position in them is assured. In the matter of Oct., however, much may happen between now and the maturity of the contract. The bull leaders are strong and daring but it is to be doubted whether they would maintain their position were the bears once able to demonstrate an ability to bring cotton here for delivery without a loss. Consequently should there be infalible indications that such a development is probable we should look for the liquidation of long lines. On the other hand should the weather turn bad and crop deterioration set in to encourage the southern holders in a refusal to market at concessions, the effect on this market which at present is technically controlled by the bull party would be electrical.

E. and C. RANDOLPH.

NEW YORK FINANCIAL BUREAU.

Bullish operations are likely in the stock market today. The tendency may be found toward specialties and in railroads, purchases in which may be made on recessions. We would not climb for stocks. Reactions should be plentiful as speculation broadens. Stop orders protection will guard against any sudden sharp decline. There can be no question that some distribution has occurred but the fact that proceeds can be placed nowhere at the same advantage as in the securities, must, on account of the plethoric monetary conditions show that insiders must still hold the bulk of good stocks. The bull party is in complete control on account of the easy money conditions. Lawsons noise this morning has a hollow sound. The Pillsbury flour receivership is not a market factor. Plunging in market will, we understand be checked. Aside from features just mentioned we see nothing unfavorable and they are transitory. The good Washington News rumored at the end of the week is so intangible that it may be a dream of the bulls. There is greater public interest in the stock market and we have reason for believing it will expand.

The institutional investment is one of the strongest underlying fundamentals showing as it does the contrast between good stock returns and money rates. This has been the feature in the absorption of the $500,000,000 bonds put out since the first of the year. The Journal of Commerce estimates the total security output in the current year to date at almost one billion, with heavy French absorption, to which we have heretofore referred. It also says manipulators and not conditions govern the present market while at the same time giving bull points., reporting a better dry-goods business with rumored buying in rails by the Harriman lines for double tracking. Press comments are as a result Conservative, which also described the week-end literature.

DETAILED STOCK GOSSIP.

The trend of reading is still up. We reported bullishly on Vir. Coke Saturday. It is widely tipped today. Atchison reports are still bullish, and it may cross 90. The upward movement in So. Pac does not appear over, distribution seems lacking. Newspaper advts. today widely tip St. Paul, with Standard Oil houses still bullish. We would not be surprised to see Union Pacific sell above 160 any time. Boston is still bulling Amal. and Utah. We would not buy them on bulges. Smelting seems to be held now between 101 and 104, Lead 35 and 90. They may be bought for turns on reactions. Information is still favorable to N. P. and G. Q. Keene is reported determined to make Steel cross 50. M. K. T. is destined for higher prices. Good buying is reportetd in Penna., Erie, meets stock toward 25. LN, too, should work higher, R. I. Pfd. may be bought for reactions. Bull tips are afloat on small specialties like Pump.

THE ENGLISH MARKET.

London, 2 p.m.—Consols 86 3-16, Anc 50 1-4, Ac 83 3-8, Atch 89 1-8, BO 94 1-8, CO 43, GW 6 7-8, CPR 173 3-8, Erie 24, EF 40 3-8, Ills 139 3-4, KT 32 1-4, LN 111, N 74 7-8, NP 143 5-8, Cen 108 1-2, OW 42 3-4, Pa 126, RG 128, RI 19, SR 20 3-8, SP 96, St 144 1-2, UP 157 3-4, US 47 5-8, UX 111 5-8.

Liverpool.—Due 9 1-2 higher on Aug. and 1 a 1 1-2 to 5 points lower on late positions. Opened steady at 4 1-2 points decline. At 12.15.—Was quiet net 4 1-2 a 5 points lower on near and 6 a 7 points lower on distant. Spot cotton easier 8 points lower, middling uplands 6.14d. Sales 4,000, speculation and export 200, American 3,000, imports 8,000 bales, including 3,000 American. Tenders new docket 1,000 bales.

Weather.—General rains occurred yesterday in the South Atlantic and showers over the East Gulf states. Weather over the belt today and tomorrow will be generally fair.

N. Y. STOCK MARKET.

Monday, August 10, 1908.

New York Stock Quotations, Chicago Market report and New York Cotton Market. Furnished by D. C. Clinch, Banker and Broker.

NEW YORK STOCK QUOTATIONS.

	Saturday's Closing.	To-day's Opening.	Noon.
Amalg. Copper	82¾	83¼	82
Anaconda	49⅝	50	49¼
Am. Sugar Rfrs.	133½	134	136⅜
Am. Smelt. & Rfg.	101½	102	101
Am. Car Foundry	41⅝	41⅞	41⅞
Atchison	88½	89¼	89¼
Am. Locomotive	56⅞	58	57¾
Brook. Rpd. Trst.	55¾	57½	57
Balt. & Ohio	93¾	94¼	94⅝
Chesa. & Ohio	43	43	42⅞
Canadian Pacific	173¼	173½	173
Chi. & G. West.	6¾	7	7
Colo. F. & Iron	33¾	34⅝	35
Consolidated Gas		139½	138½
Gen. Elect. Co.		146	146
Erie	24½	24⅝	24¼
Erie, First pfd.	40⅜	40½	40¼
Illinois Central	139¾	139¾	139½
Kansas & Texas	32⅛	32	32
Great Northern, pfd.	138½	138⅞	138¼
Louis. & Nashville	111	111¼	111
Missouri Pacific	58	57¾	58¼
N. Y. Central	108¼	108¼	108⅝
Ont. & Western	42½	43½	42⅞
Pacific Mail	25½	26	26
Peo. C. & Gas Co.	96	96⅜	96¾
Reading	127½	128⅝	128
Republic Steel	24⅝	25	24⅞
Pennsylvania	125¾	125⅞	125⅞
Rock Island	19	19	19
St. Paul	143⅞	144¾	144⅝
Southern Ry.	20	20¼	20⅛
Southern Pacific	95⅝	96¼	95⅝
Northern Pacific	143	143⅝	143½
National Lead	88½	90	88½
Twin City		90½	90¼
Union Pacific	157¼	157⅝	157⅜
U. S. Steel	47⅜	47⅝	47⅜
U. S. Steel, pfd.	109¾	110¼	109⅜
Wabash, pfd.	27¾	28	28¼

Total sales in New York Saturday, 540,100 shares.

CHICAGO MARKET REPORT.

Sept. corn		76	76
Sept. wheat	95⅜	94	93¾
Sept. oats	48⅜	48⅛	48¼
Dec. corn	65½	66	66
Dec. wheat	97⅝	96⅜	96

MONTREAL QUOTATIONS.

	Saturday's Closing.	To-day's Opening.	Noon.
Nova Scotia Steel		48¼	48¼
C. P. R.		173	172⅞
Montreal Power		95¼	95
Mackay Co.		70	70¼
Toronto St. Ry.		105½	105½
Ills. Tract., pfd.		88	88
Toledo Ry. & Lt.		9	9

NEW YORK COTTON MARKET.

October	9.64	9.65	9.50
December	9.31	9.29	9.23
January	9.28	9.25	9.20
March	9.32	9.28	9.26

STERLING EXCHANGE.

Cables, 486.65; demand, 486.50; 60 days, 485.05.

ITEMS OF INTEREST

Quebec Tercentenary pictures at the Unique theatre today.

The beauty of Ungar's Laundry Work is not all on the outside. It goes right through. Tel. 58.

It is good to see everybody busy. I am busy, but have time enough to repair that piece of furniture you spoke about. That is what keeps me busy. Sinclair, 77 Princess.

The right kind of people always appreciate good work. Fall in line with the rest of the right kind and have your upholstering and repairing done by Sinclair, 77 Princess.

Summer is going and the Pidgeon stock of high grade clothes must go with it. Splendid business suits that were $12 and $15 are now marked $9.48 and $10.98. The patterns are suitable for all seasons of the year. Better take advantage now before all are gone. 8-10-ii

DO YOU COMPREHEND?

Every commercial school is characterized and judged by the value of its graduates; therefore, since the forty odd pupils and graduates taken from the Public Service Offices of the Currie Business University, in the past month, secured from fifty to one hundred per cent. more salary than graduates from opposition schools, there must be a reason.

Details have been received of the new ice breaker which is being built by Messrs. Vickers Sons & Maxim, in the Barrow yards, G. B., for the Canadian government, to ply between the mainland and Prince Edward Island. She will be of 6,000 horsepower and is to have a speed capacity of 17 knots. The cost will be $515,000 and the vessel will be ready by next year.

British stmr. Cedric, at New York from Liverpool, reports Aug. 4, lat. 42, lon. 48, passed an empty dory with No. 15 on the bow.

MILK

the best that can be produced. Also

Cream, Butter and Ice Cream,

to be obtained at

The Maritime Dairy Co., Ltd.

159, Main Street. Phone 1736.

Branch Stores: 180, Union Street, Phone 2149; and Haymarket Square.

MONTREAL AND NEW YORK AND THE GRAIN TRADE

The Former Port Has the Water Route and the Cheaper Rate---Therefore It is Getting All the Business---The Situation Reviewed From Both Sides.

A committee representing twenty-four steamship lines held a long conference with the Trunk Line Association yesterday in New York. The object of this meeting was to try to stop the railways from running from the wheat ports into Montreal.

Messrs. A. C. Fetterolf and W. G. Sickles, of the committee appointed by the steamship lines, submitted figures to show that while Montreal has sent to London alone 2,500,000 bushels of wheat since June 1, New York has not shipped a single bushel to that port, and the amount sent from the other three Atlantic ports in the United States aggregated only 100,000 bushels out of a total of 8,437,034 bushels shipped to the United Kingdom.

When lake navigation opened on May 1, making Montreal free to water-carried grain shipments from the lake ports, the rate to Montreal and from Buffalo to New York and Boston was identical at five and a half cents a bushel. In order to meet water competition, the railways running into Montreal promptly reduced their rate to 3 1-2 cents, while the railways from Buffalo refused to make concessions on the grain, claiming that reduced earnings, coupled with increased cost of labor and equipment, had imposed upon them a policy towards higher rates.

The result of this has been the practical elimination of New York, Boston, Baltimore and Philadelphia as shipping points for grain, except for export to Continental ports which steamers leaving Montreal do not reach.

(Montreal Witness.)

The agitation in New York concerning the grain carried from Montreal this season brought out the fact on 'Change this morning that the quantity of grain exported from Montreal so far this season is not in excess of the quantity shipped from Fort William and Port Arthur of Canadian grain. "The St. Lawrence," remarked a merchant, smiling, "is certainly entitled to the Canadian shipments."

"The assertion," remarked a railway man, "made that the Canadian railways are, by making a 3 1-2 cent per bushel rate from Georgian Bay to Montreal, destroying the New York and Boston steamship service, is not according to facts. The facts are that owing to the peculiar grain situation this year, short crops, etc., the all-water route virtually controlled the situation, and the railways in reaching a 3 1-2 cent rate were only in a measure meeting the all-water competition. It is well know that the vessels in the grain trade are to-day, and have been since June, carrying export grain from Duluth and Fort William to f. o. b. steamer Montreal at 3 1-2 and 4 cents per bushel. This would leave practically no lake freight at all at Georgian Bay ports for lake and rail movement. They are not carrying this grain all-water at these low rates, because of a paying nature, but simply because they must have cargo eastbound, else come light, and therefore will carry grain at cost or less rather than come light.

"As a matter of fact the railways have handled very little if any grain, excepting at the time of the Cornwall canal break, and then grain was only moved by rail to meet the ocean obligation.

The all-water rate at the present time from Fort William to Montreal is four cents quoted, but little grain is available even at this figure.

"It may be mentioned here that the rate from Chicago to Montreal is to-day fractionally lower and rail interests having lake vessels in order to look after their own welfare have to meet the water situation or go without cargo until the new crop begins to move, when it is expected that the situation will change; in fact, we hear to-day that the 'at and last' trade from Georgian Bay to Montreal is, on Aug. 28, to be advanced to five cents a bushel on wheat."

The volume of grain business this season has not been sufficient to take care of more than the port of Montreal steamship interests have been able to handle with the exception of a few tramp steamers that came here with import cargo for furtherance from Montreal west by water to Canadian and United States points.

The statement is made that the reason why Canadian railways carried grain from Georgian Bay ports to Montreal for 3 1-2 cents a bushel, while United States railways were paid 5 1-2 cents a bushel for the small amount carried from Buffalo to New York, which is practically the same distance, lies in the fact that our railway companies own large fleets of lake vessels which they must keep in commission, while in the United States the railways do not go into vessel ownership on the same extensive scale as Canadian companies, hence the necessity of the latter meeting competition from the different lake and railway transportation companies.

OTTAWA LADIES' COLLEGE.

The Ottawa Ladies' College, whose advertisement appears in another column, is a residential school that is accomplishing excellent work. Possessing an exceptionally capable lady principal and staff of teachers, the education it gives is thorough, broad and comprehensive, well adapted to prepare a young woman for the home and social duties that await her. Its special courses in Art, Elocution, Household Science, etc., are complete and valuable. One of its special advantages is its situation in the city of Ottawa. Residence in the capital of Canada, with its magnificent public buildings, its social and political life, its culture and beauty, is an education in itself.

SHIPPING

MINIATURE ALMANAC.

1908, August.	Sun Rises.	Sun Sets.	Tide High.	Tide Low.
10 Mon.	5.26	7.32	9.48	3.56
11 Tues.	5.28	7.30	10.42	4.51
12 Wed.	5.29	7.28	11.34	5.45
13 Thurs.	5.31	7.26	12.00	6.33
14 Fri.	5.32	7.25	0.48	7.30
15 Sat.	5.33	7.24	1.38	8.22

The time used is Atlantic Standard.

VESSELS BOUND TO ST. JOHN.

Steamers.

Micmac, sld Manchester via West Bay, Aug 5.

St. John City, sld London, July 30.

Ship.

Merloneth, chartered.

Bark.

C. B. Whidden, sld Mobile, Aug 4.

ARRIVED TO-DAY.

Schr. Harry Miller, 246, arton, from Port Reading, A. W. Adams, coal.

Schr. Abbie C. Stubbs (Am.), 295, Colwell, from New York, master, with 585 tons hard coal, City Fuel Co.

Schr. Jennie A. Stubbs (Am.), 159, Dickson, from Bar Harbor, master, ballast.

Schr. Abbie Keast, 95, Gale, from New Haven, Conn., master, ballast.

Schr. Romeo, 111, Gale, from Boston, P. McIntyre, ballast.

Schr. Marguerite, 98, Blinn, from Turks Island, J. H. Scammell & Co., 180 tons salt in bulk.

Coastwise.—Stmr. Aurora, 182, Ingersoll, Campobello; schrs. Mayflower, 24, Chute, Hampton, N. S.; Happy Home, 23, Thompson, Beaver Harbor; Souvenir, 27, Outhouse, Annapolis; Effie Maud, 61, Gough, Beaver Harbor and cld.; M. A. Nickerson, 37, Kennie, Clark's Harbor; E. Mayfield, 74, Merriam, Apple River; Acadian, 31, Comeau, Meteghan.

Stmr. Bear River, Woodworth, Digby; schrs. Packet, Reid, Harvey; Ethel, Wilson, Grand Harbor; Fanny, Reid, Point Wolfe; Ida M., Moffat, River Hebert.

ARRIVED SATURDAY.

Stmr. Dahome, 1,552, Gorst, from Bermuda, Windward Islands and Demerara, Wm. Thomson & Co., pass. and mdse.

Stmr. Camden, 1,143, Allen, from Boston via Maine ports, Eastern Steamship Co., pass. and mdse.

CLEARED TO-DAY.

Schr. Jennie D., 86, Durant, for Lubec, A. Malcolm, 1,200 sacks salt.

Schr. Harry Morris, 98, Tufts, for Lubec, Me., A. Malcolm, 1,800 sacks salt.

Schr. G. H. Perry, 99, McDonough, for Eastport, Gandy & Allison, 2,600 bags salt.

Coastwise.—Schrs. Yarmouth Packet, Shaw, Yarmouth; Souvenir, Outhouse, Tiverton.

Stmr. Bear River, 70, Woodworth, Clementsport; schr. Whisper, 31, Harkins, Musquash and cld.

CLEARED SATURDAY.

Schr. T. Arthur Lord, Donovan, for Stonington (Conn.), Stetson, Cutler & Co., lumber.

SAILED TO-DAY.

Stmr. Camden, 1,143, Allen, Boston via Maine ports.

DOMINION PORTS.

St. George, N. B., Aug. 6.—Cld., schr. Francis Goodnow (Am.), Fisher, for Norwalk, Conn.

Shelburne, Aug. 7.—Cld., schr. Roseway, Sponagle, Barbados.

Montreal, Aug. 7.—Ard., stmrs. Campana, Demers, Pictou; Garibaldi (Nor.), Eide, Sydney.

Sld., stmrs. Tunisian, Nunan, Liverpool; Nordfarer (Dan.), Olsen, St. Petersburg.

Cld., stmrs. Monmouth, Kendall, Bristol; Ionian, Johnston, Glasgow; Pomeranian, Rennie, Havre and London.

Sydney Light, Aug. 7.—Signalled inward, stmrs. St. Andrews, Harlaw, Wacouta, Louisburg, Wacousta.

Outward, stmrs. Cape Breton, Sygna, St. Francis D'Assisi, Nyanza, Kron Prinz Olav.

Halifax, Aug. 9—Ard 8th, stmr Halifax, Charlottetown and Hawkesbury, and sld for Boston.

Ard 9th, German schoolship Freya, Maderia; stmrs A W Perry, Boston; Athenia, Port Medway, to load for Manchester; Boston (Nor), Jamaica.

Sld 8th, stmrs Oruro, Bermuda, West Indies and Demerara; tug Standard, New York, with S O C barge No. 92; stmr Shenandoah, Liverpool, via St. John's.

Quebec, Aug 9—Ard, stmr Montrose, Liverpool.

BRITISH PORTS.

Barry, Aug 5—Sld, stmr Trebia, Hilton (from Hamburg etc), New Orealns.

St. Kitts, Aug 5—Sld brigt Harry, McConnell, St. Martins (BWI)

Runcorn, Aug 6—Ard, bark Arizona (Nor), Gundersen, Northport for Manchester.

Liverpool, Aug 9—Ard, stmr Dominion, Montreal.

Queenstown, Aug 9—Sld, stmr Lucania, New York.

Bristol, Aug 8—Ard, stmr Marcantabrico, Quebec.

Queenstown, Aug 8—Ard, bark John Gill, Chatham, and proceeded for Liverpool.

Avonmouth, Aug 8—Ard, stmr Roman, Montreal via Liverpool.

Kinsale, Aug 8—Passed, bark John Gill, Chatham for Queenstown.

Belfast, Aug. 8—Ard, stmr Gustav Adolf, Campbelliton.

FOREIGN PORTS.

City Island, Aug. 7.—Passed, schrs. Annie Bliss, Huntley, New York for Schulee, N. S.; Gypsum Queen, Hatfield, New York for Port Greville, N. S.; Preference, Gale, New York for St. John, N. B.

Mobile, Aug 7—Cld, schr Edna V Pickles, Berry, St John.

Machias, Me., Aug 7—Ard, schrs Nettie Champion, New York for St. John; Seguin, New York; Josie, do.

Boston, Aug 7—Ard, stmr Cymric, Liverpool; schrs Neva, Bear River; Emma E Potter, Clementsport.

REPORTS AND DISASTERS.

Vineyard Haven, Mass., Aug. 7.—Schr. Lena White, Port Reading for Thomaston, etc., broke main boom during squall in Vineyard Sound last night.

London, Aug. 7.—Bangkok telegraphs that a report received there states that a lighter with 3,000 cases of naphtha and kerosene from bark Lyndhurst, Parnell, from New York April 14, discharging at Kosichang, has blown up. The Lyndhurst is safe.

Victoria, B. C., Aug. 2.—Stmr. Oanfa, Lycett, which arrived here 1st, reports passing what appeared to be a small vessel about 60 to 70 feet long and 20 feet high, off the west coast of Vancouver, July 31, lat. 48 51 N., lon. 128 48 W.

DANGERS TO NAVIGATION.

New York, Aug. 7.—Stmr. Hannah M. Bell, from Kymassi, etc., reports July 25, lat. 38 32 N., lon. 26 30 W., sighted the keel and bottom of a wooden vessel, about 150 feet long, with wreckage attached, covered with barnacles. Apparently some time in that condition.

CHARTERS.

Schr. Ralph M. Hayward, 538 tons, from Philadelphia to Calais, coal, 80c.; British schr. Fleetley, from Philadelphia to Halifax, coal, p. t.; British schr. Theta, 420 tons, from Philadelphia to Moncton, coal, p. t.; British schr. Caledonia, 183 tons, from Philadelphia to Yarmouth, coal, p. t.

British stmr. Pontiac, 2,072 tons, from West Bay and St. John, N. B., to West Britain or East Ireland, with deals, 30s., August.

LIST OF VESSELS IN PORT.

Steamers.

Dahome, 1,552, Wm. Thomson & Co.
Indrani, 2,339, R Reford Co.
Irisbrook, 1,778, W M MacKay.

Schooners.

C J Colwell, 98, N C Scott.
Calabria, 451, J Splane & Co.
E C Gates, 103, Sound, C M Kerrison.
G H Perry, 99, C M Kerrison.
Harold B Cousens, 360, P McIntyre.
Hunter, 187, NY, D J Purdy.
H M Stanley, 97, Rockport, J W McAlary.
Jessie Lena, 279, R C Elkin.
Lady of Avon, 249, dis., R C Elkin.
Lucia Porter, 44, P McIntyre.
Melba, 388, dis, R C Elkin.
Manuel R Cuza, 258, NY, P McIntyre.
Moama, 384, P McIntyre.
Manchester Trader, 2136, Wm. Thomson.
Priscilla, 101, A W Adams.
Sallie E Ludlam, 199, D J Purdy.
Thresa Wolf, 244, Master
W W & W L Tuck, 395, dis, A W Adams.
Witch Hazel, 238, Stetson, Cutler & Co.

IMPORTS.

From West Indies, etc., stmr. Dahome, 2,007 bags sugar, order, 100 puns, 35 bbls. molasses, Baird & Peters, 9 bags spices, 1 box honey, 1 bbl. sugar, L. H. Miller, 50 cases limes, 6 bags cocoanuts, J. Lawson, 4 cases limes, W. G. Miller, 9 boxes limes, T. & S., 4 bags cocoanuts, Northrup & Co., 42 bbls. green limes, C. H., 1 bbl. green limes, E. Shaughnessy, 15 bags cocoanuts, St. John Mercantile Co., 2 bbls. pines, A. W. McRae, 2 bbls. lime juice, Crosbie Malasses Co, 5 bbls. pines, Carmichael & Shaw, 1 bbl. fruit, H. S. Black. Also a large cargo for Halifax.

NICKEL'S MOVING SHOW TUESDAY.

For the benefit of children and elderly folks the Nickel will give a special showing of the Quebec Tercentenary pictures tomorrow (Tuesday) morning at 10 o'clock and after. Children from the orphan asylums will be present upon invitation.

The boat of the steamer Boston, which was launched at the time of the Fame disaster and went adrift, being picked up by schr. Wesley W. Sennitt and taken to Gloucester, was towed to Boston on Friday by steamer City of Gloucester.

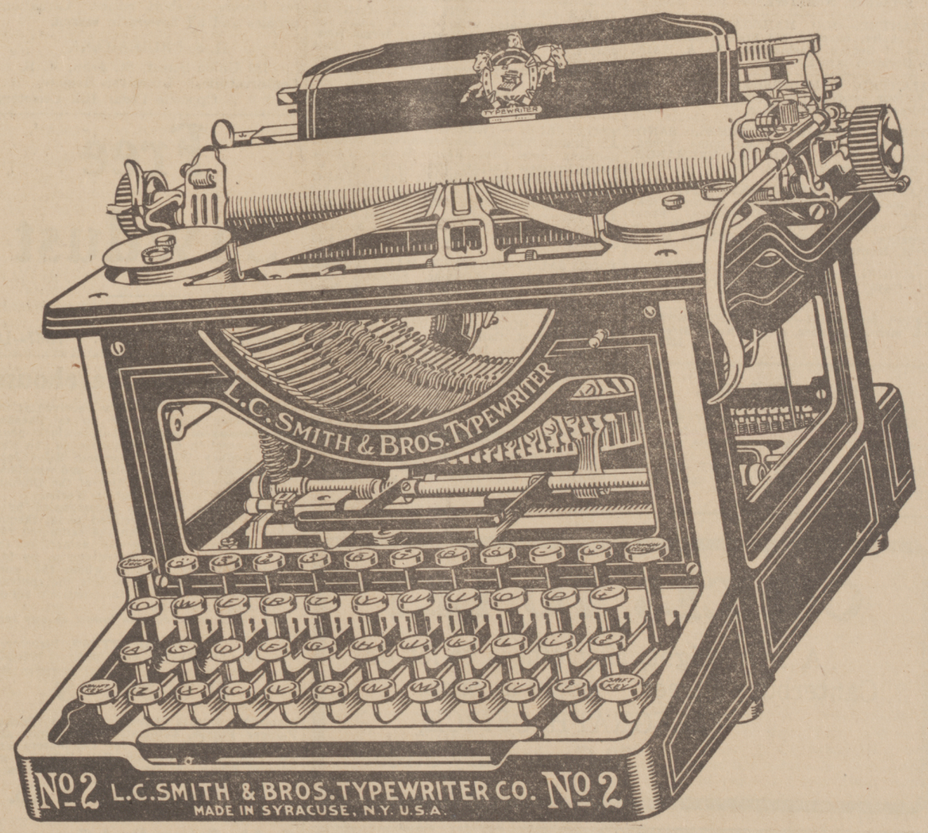
DEATHS

LATTA—At Burlington, New Jersey, on August 5, Mrs. Sarah Hamilton Lattta, relict of the late James Latta, Esq., and fourth daughter of the late Col. Anderson, of Musquash, St. John Co., in the 86th year of her age, leaving one daughter, two sons and one brother to mourn the loss of a kind, loving mother and affectionate sister. Interment at Burlington Saturday, 8th inst., at 3 o'clock.

BUERHAUS.—Suddenly, on August 8th, at his father's residence, 66 Elliott Row, Charles Frederick, son of G. F. H. Buerhaus, in his sixth year. Notice of funeral later.

Will You Try a L. C. Smith Typewriter

The Standard Visible Writer



We know other typewriters of all kinds and we know that the L. C. Smith has every improvement and every feature that any of them has—AND MORE. We want to place an L. C. Smith Bros.' Typewriter in your office AT OUR OWN EXPENSE, and have you compare it part for part, feature for feature, with any other typewriter.

We will let the sypewriter speak for itself. All we say about it and claim for it will be demonstrated by the machine itself more convincingly than we could tell it.

Then we want to leave the decision to you. If YOU want it then we will send one on favorable TERMS, or if you already have a machine we will take that in part payment.

THE TEST OR TRIAL WILL NOT COST YOU A PENNY.

This is the way we sell typewriters; it is a good, fair, honest way. It has not a weak link in the chain of fairness.

We do not belong to any trust and nobody dictates the PRICE we sell at or HOW we shall sell.

That's OUR business.

We sell our machine strictly on its merits.

All the writing on the L. C. Smith is always in sight, and direct in the line of vision. The WRITING LINE IS INDICATED, and the PRINTING POINT IS POINTED OUT so that the L. C. Smith is just WHAT WE CLAIM—a perfect VISIBLE typewriter.

The typebar and hanger are the heart of a typewriter, that means they are the most vital part—a weak typebar means a weak typewriter. Show us a typebar-bearing that is narrow and has no wearing surface, and it tells us that under hard wear such a typewriter will not retain its alignment, and sooner or later will get out of order.

On the L. C. Smith the bearing is wide and the bar heavy, and will stand years and years of hard work.

Then again, with the L. C. Smith one machine is equipped to do all kinds of work—letter writing, invoicing, billing, tabulating, figures, stencil cutting, without touching the ribbon, and heavy manifolding anything that any typewriter can do the L. C. Smith will do—and more.

You can lift the platen, or writing cylinder, right out and put in another in a second. You can write two colors, and you do not have to touch your ribbon from the time you put it in the machine till it is worn out.

You can do all these things, and many more, and do them better than you can with any other typewriter.

And remember THIS IS the machine we want to place in your office for trial and examination AT OUR EXPENSE. It doesn't cost you a penny to try it.

WILL YOU DO THIS?

Typewriter Supplies for all makes of machines. **Typewriters Rented--all makes**

Mr. E. E. BATTY, Representative, Dufferin Hotel, St. John

Soulis--Newsome Typewriter Company, Limited, Halifax

MEN'S

$8.50 Showerproof OVERCOATS

WILL BE SOLD ON

Tuesday Aug. 11, for $4.98

WILCOX BROS.,

54-60 Dock Street, 1-5 Market Square

Native Beans, Green Peas New Potatoes

Caunliflower, Spinochs, New Carrots, Turnips, Beets, Cucumber, Tomatoes, Celery, Lettuce, Radish, Parcley Mint.

J. E. QUINN, CITY MARKET. 'Phone 636.



What a Woman Gets

when she buys a pair of *"Royal Purple" Shoes.*

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The Royal Purple Shoe

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