# WENT 40,000 MILES

The Little Craft Was Only Two and a Half Tons Burthen.

### A DARING CANADIAN

Began Voyage at Victoria, B. C. and Ended it at Margate, Eng and, After Crossing Pacific and Indian Oceans and Runing up the North Atlantic.

Captain John C. Voss, aged forty-ix. a native of British Columbia, and for many years master of Nova remarkable and unprecedented voyage in a two and a half ton canoe, says the London Post, by covering forty thousand miles in three years, three months and twelve days. Captain having as his sole companion Mr.
Lexon, a son of the former proprietor of the Winnipeg Free Press. By those who witnessed the start fears were naturally expressed for the safety of the craft, which draws but twenty-four inches of water and that in the near future the whole railway will be transformed.

10.00 a. m.—Devotional.

10.00 a. m.—Devotional.

10.00 a. m.—Devotional.

10.00 a. m.—Devotional.

10.15—"An Hour in the Modern Primformed.

10.16—"An Hour in the Modern Primformed.

11.00—The Child: Imagination, Miss brunches and holds the position which western countries working satisfactory and numbers of new cars are being built for it by a to Red Cross organizations at him the near future the whole railway will be transformed.

The Taff Railway steam motor service between Penarth and Cardiff is working satisfactory and numbers of new cars are being built for it by a to Red Cross organizations at him the near future the whole railway will be transformed.

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The Taff Railway steam motor service between Penarth and Cardiff is working satisfactory and numbers of new cars are being built for it by a to Red Cross organization. twenty-four inches of water, which her skipper had done his best to make sea worthy by adding a lea-den keel of 3cwt. and constructing a calin as a protection from adverse The Tilikum, (or "Friend") is fore and aft rigged, possessing three masts and a canvas area thirty-eight yards. She was built a North American Indian, and the skull of the dead builder was carried on board throughout the voyage. Mr Luxon left the cance at one of the intermediate calling places, and Captain Voss engaged another mate, who, unfortunately fell overboard twelve hundred miles from Sydney, carrying with him the only compass the canoe

#### CANNIBAL ISLANDERS.

According to the captain's narra ti.e, after leaving British Columbia he rounded the coast of Vancouver. thence entering the North Pacific, and by steering a southerly course crossed the equator about 122 miles west He established mos friendly relations with the natives of Penrhyn Islands, and even the cannibals of this and adjacent groups in the South Pacific manifested no hostile feeling during a stay of sev enteen days. From the capital of Fiji to Sydney was a run of eighteer bundred miles, and it was on this part of the trip that the mate was drowned. At Melbourne the frail craft was damaged by the negligen rought an action for damages which From Melbourne he went u to Ballarat, where he took part in regatta, conveying the canoe for this purpose to an altitude of fourteer et above sea level. From Melbourne the course was to Adelaide, thence to Hobart and to the most southerly point of New Zealand. While coasting here the captain was all but deprived of his new mate, who was washed overboard but picked up.

## A GREAT INVENTION.

The Tilikum at times encountered very rough weather, and when the canoe put in at Christchurch her skipper was able to give a demonstration of the value of his patent sea anchor, by the use of which the boat had lived through heavy seas. He had put the anchor to a practical test off the Australian coast, for it enabled him to weather a four-day's He gave a second exhibition at Wellington. From Auckland he went an eighteen-days' trip to the New Hebrides, and his health having failed somewhat the adventurous voy ager made for Thursday Island in the Torres Straits, hoping to obtain medical aid. The island, was, however, found to be uninhabita-ble. A run of two thousand miles across the Indian Ocean brought the Tilikum to Rodeigue Island, which is a cable station, and here the canoe was reprovisioned. Subsequently Captain Voss landed at Durban, and went on to Ladysmith, Colenso, Pretoria, and East London. From Capetown he voyaged to St. Helena, and reached Pernambuco on May 21, exactly three years after the date of first sailing.

The arrival at the Azores was delayed owing to the indisposition of Captain Voss. Resuming his course, after thirty days' sickness, good weather prevailed in the North Atlantic and the twenty-two days' run ended at Margate on Friday night, September 16, where Capta:n Voss was welcomed by a large concourse of peo-

## A Serenely Happy Man

Is Mr. Thos. McGlashan of North Pelham who was cured of muscular rheumatism by Nerviline, the most powerful rheumatic remedy in the world. "I suffered all manner of pain for years, he writes, and Nerviline was the only thing that did me any good. I can heartily recommend Nerviline for all forms of rheumatism. it goes to the very core of the pain and brings lasting relief. Let every sufferer from lame back, aching joints and swelled limbs use Nerviline. It's sure to cure and costs 25c. for a

#### Sunday Schools.

will be Held in Woodstock Oct. 11::13. The Programme.

The Provincial S. S. Convention will be held at Woodstock on Oct rail-roading is the application 11th., 12th., and 18th. A large at-electric propulsion to important railendance is expected and among the ways. A report from United States peakers will be some distinguished Consul Stephens at Plymouth, Engendance is expected and among the ways. S. workers from Chicago.

Hamilton,

(4) In his Study, Rrv. J. G. A. Ander-General Discussion conducted by Pearce. Subject: 'Mastery of

Pastor's Qualifications and revenue for Leadership, Rev. G. M. The

TUESDAY EVENING. Convention Programme.

8.25-"Through Field Glasses," -Offerings and Appointment of ways.

Nominating Committee. 9.00—"Christ Illustrating the Truth," W. C. Pearce.

on, Alex. Murray. 45—Report Executive Committee, T.

m.-General Business.

3.05-"The Teacher Preparing," W. C.

3.00-Treasurer's Report, A. H. Chipnan. 8.15—"The Modern Sunday School En terprise," W. C. Pearce. 8.45—Pledges for the Work.

## THURSDAY.

Minutes.
8.00—Report of Superintendent of Teacher Training, E. R. Machum.
8.15—Music.
8.25—Presentation of Diplomas.
8.40—Music and Offerings.
9.50—Address to Graduates, W. C.

Closing exercises.
Benediction.

## A Russian Prophet.

Nearly a Hundred Years Ago fore:

whose prophecy seems not unlikely of a package a prompt and speedy cure fulfilment at the present time, says the is easily within the reach of every-

London Express.

sure to cure and costs 25c. for a large bottle.

Nature of an Oath.

Nature of an Oath.

Justice—Do you understand the nature of an oath, little girl?

Little Girl—It's something you say when you hit your head against the mantel.—Boston Transcript.

CONSIDER THE QUANTITY.

There is an advantage in buying "SWISS FOOD" because of the guillength on quantity as well as quality.

There is an advantage in buying "SWISS FOOD" because of the menting and on quantity as well as quality.

Success.

Little Girl—It's something you say when you hit your head against the mantel.—Boston Transcript.

CONSIDER THE QUANTITY.

There is an advantage in buying "SWISS FOOD" because of the menting and of Mr. Beecher's thrilling appeals might be lost. The orator, however, was equal to the advertising columns of the Boston Evening Transcript, where so many announcements of summer places are published.

Little Girl—It's something you say when you hit your head against the mantel.—Boston Transcript.

CONSIDER THE QUANTITY.

There is an advantage in buying "SWISS FOOD" because of the meeting and of Mr. Beecher's thrilling appeals might be lost. The orator, however, was equal to the occasion. He stopped, listened the occasion of the control of the occasion of the occasion of the occasion. He stopped, listened the doctor of the occasion occ

### Electrical Roads.

The Provincial S. S. Gonvention Many of the Largest English Railways have the Subtle Current as Their Power of Propulsion.

> The most notable fact in English The land, gives some interesting informa-

Through the Teachers' Meeting, Morecambe and Heysham.

David Long.

Through Teacher Training, Rev. J. reports, are bringing in a splendid

next year a considerable portion of its line will be worked by electric motor power, and that in the near futro. It is this tradition that carries

way Company is just introducing a service of steam motor cars in Plymouth. Satisfactory trial trips the churches do not suffice; they are T.30—President's address, Rev. J. M. McLean.

Service of steam motor cars in the churches do not sunce, the mouth. Satisfactory trial trips have already been made. This company has suffered from the decrease pany has been pany has suffered from the decrease pany has suffered from the decrease pany has suffered from t of shipping at Southampton, the depression in the steel trade and the a value and a virtue.

the last semi-annual report. The directors of the Great Western WEDNESDAY.

9.00—Minutes and Country Reports by County Secretaries—each county is particularly requested to send a written report.

9.25—Reports of Home, Primary and Premperance Departments and Discussion.

10.00—Praise Service. Prof. E. O. Expell.

10.30—Reports of L. R. R. A. and Discussion.

10.30—Reports of L. R. R. A. and Discussion. 11. 10.30—Report of I. B. R. A. and Dis-ssion, Alex. Murray. During the last half year the passen-ger traffic has increased by 1,387,140

p.m.—Prayer and Praise Service. carrying its own motor, whereas, in the subject of Port Arthur, and with steam service, if only a single knows nothing of its significance. Minutes. 2.30—"The Child we Teach," Mrs. Bry- car is sent out it must have an engine and a crew. With water power summer which carries off the richer along the route electricity can be furnished very cheaply, so that there is the news from the front which dead-

## SAM'S NAUY.

piles from always sitting on the guns, for I have to get on them to calamitous defeat is circulated at clean them, as I am first class gun-ner's mate in the after turret. ner's mate in the after turret.

on Sunday School Work in New had the piles, my shipmates did it the folk are drinking and fooling as Brunswick.

9.20—Conference on Grading and Supplemental Work, led by Rev. J. B. Gandout the ship in better condition than I am, and I can certainly thank Pyramid Pile Cure for the world of good it has done me. I used so many different medicines and spent lots of money until I used this remedy; it is the only one of the whole lot that did me any good.

41, 43 and 45 King street

10.15—Supplemental Lesson for Junions. Mrs. Bryner.

10.15—Supplemental Lesson for Junions. Mrs. Bryner.

11.15—Election of delegates to International Convention at Toronto.

11.36—The World's Convention at Toronto.

11.36—The World's Convention of delegates to International Convention at Toronto.

11.36—The Teacher Teaching," W. C. Peace.

12.900—Adjournment.

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11.36—The World's Convention at Toronto.

11.36—T

Minutes.
2.30—"The Beginners' Class; What Does to Profit? Mrs. Bryner.
3.00—New Brunswick Sunday School Remperance Army, 3.30—Music and Offerings.
3.30—Music and Offerings.
3.45—"The Teachers' Week day Work,"

The Dearge of De 3.45—"The Teachers' Week day Work,"
4.30—Conference: "Duties of Officers of School," E. R. Machum.
5.00—Reports of Resolution, Credential and one-nall boxes of Pyramid Ointment, and I still have four boxes 4 of Pyramid Pile Cure left, that I keep in case I meet anyone that is a sufferer of piles. I thank Pyramid Pile know those little, round beans?" "Yes," replied the friend kind we feed to our horses?" ("The very same. Well, day of the committees.

Adjournment. 7.30—Prayer and Praise Service. Prof. Koester, U. S. Flagship Kearsarge. The wonderful cures effected by this remedy are subject for remark among members of the medical profession everywhere. A little book describing the causes and cure of piles is published by the Pyramid Drug Co., "There"." Marshall, Mich., and we advise every sufferer to write for it. It is a sing-ular fact that one of every four suffers from this distressing complaint, and another peculiar feature is that it is no respecter of persons, attacking both those of high and of Subscribe today Nearly a Hundred Years Ago foresaw Japanese Success.

That the Japanese would one day be rulers of the ocean coast of Asia is the prediction made almost a century ago in the book of a Russian naval observer, where prepared to a package a prompt and speedy cure

The saw Japanese Success.

That the Japanese would one day be rulers of the ocean coast of Asia is the prediction made almost a century ago in the book of a Russian naval observer, a package a prompt and speedy cure

one.

In 1811 Captain Vasill Golawin, of the Russian navy, was instructed to cruise among the corai archipelagoes of the Pacific to ascertain which of these were inhabited by the Japanese, and accordingly he set sail from Odessa in the Diana, arriving some two months later off the coast of Yezo.

Only one or two copies of Captain Golawin's book are extant one of them being in the library of the Winter Palace of St. Petersburg. Published in 1815, "Captain Golawin's Captivity in Japan," throws an interesting light upon the physical and moral characteristics of the Japanese nation at a time when little, if anything, definite was known by Europeans—particularly in Russia—of the traits of the Mongolian Island people. The author says:

"I praise the Japanese for their skill."

## RUSSIANS

AND THE WAR.

Indifference or Ignorance Characterize them Concerning the War.

I spoke recently with a Russian editor whose knowledge of his own people is beyond the ordinary, and I asked him to tell me what the peasway Company pronounces the electrification of the Liverpool and Southport route a most satisfactory experiment. The people show their appreciation of the more rapid and frequent service by traveling in greatly increased numbers. In three months (2) During the Session, Rev. A. Lucas, (3) At the Preaching Service, Rev. C. Hamilton, (4) In his Study. cess of the average have been issued.

The Great Central Railway proposes to introduce motor carriages on the North Wales and Liverpool section, and it is generally conceded a time. (5). General Discussion conducted by C. Pearce. Subject: "Mastery of Sunday School Methods by the Pastor."

2.30 p. m.—Devotional.

2.45—"How the Pastor can Promote the Efficiency of Officers and Teachers"—

(1) Through Intelligent Leadership Rev. J. J. McCaskill.

(2) Through the Teachers' Meeting, Morecambe and Heysham. These Payid Long.

The Midland Railway has placed shape his conception of events, and he imagines implicitly that they are at work in the Far East to-day just the North Wales and Inverpool section, and it is generally conceded among railway people that the enterprise will be amply rewarded.

The Midland Railway has placed shape his conception of events, and he imagines implicitly that they are at work in the Far East to-day just and with the same proportion. as picturesquely and with the same reports, are bringing in a splendid heroic lawlessness as in the past when neither khan nor kaiser could The Metropolitan District Railway hold or bind them. He has not (5) The Superintendent, the Pastor's Company expects that by the first of learned that the age of chivalry next year a considerable portion of

Great Northern Company reports fort of soldiers. These corporations Sides. Mrs. Bryner.

3.30—Reports of County Superintendents. Primary Organization.

3.45—Will Training and Habit Formation, Miss Burditt.

4.15—Lesson Taught "Elisha and the Shunamite," Mrs. Bryner.

Great Northern Company reports that through alterations in working and changes in fares more than a million more passengers than usual have been carried during the last half year.

Great Northern Company reports that through alterations in working and changes in fares more than a million more passengers than usual have been carried during the last half year. The London and Southwestern Rail- ures are taken to associate every pressed with the fact that his own

strong competition of electric tram-ways. The directors of the company are, however, highly satisfied with half of his thoughts and stands him in the stead of an ideal. To blend the war with his worship is thus to command patriotism at least more convincing than any political partis-anship could inculcate, and he is none the less efficient as conductive stoves or register grates, clean, leaves to the maintenance of order and the little or no soot. cheerful playing of taxes, because it is a little vaguely ethical and ignorant. Yet it would be untrue to say ger traffic has increased by 1,387,140 that any section of the community passengers. The total revenue receipts during this period amounted to The mujik, after all, does not dis-11.15 a. m.—General Business.
11.30—Report of Nominating Committee and election of officers.
11.45—Adjournment for County Deletates to meet and consider pledges for patched at short intervals, each car patched at short intervals at the same c

"And in the town it is rather the ummer which carries off the richer Bagged in Glasgow nished very cheaply, so that there is 3.50—Offerings and Music.

4.00—Statistical Report and Report of good reason for the electrification of the steam roads.

4.5—Adjournment for Executive Comittee Meeting.

4.5—Adjournmen Meeting.

Prayer and Praise Service. Prof. HAPPIEST MAN IN UNCLE fill every evening, and no one would guess from the demeanor of the hapguess from the demeanor of the hap- in bulk. py people who take their cheap pleas-"I am the happiest man in Uncle Sam's Navy. I must have got the Russia was daily losing ground in a

reace.

12.00—Adjournment.

2.00—Prayer and Praise Service, Prof.

Minutes.

Minutes. ate with much glee the conversation erners, the first of whom had but 48 Britain St. Telephone 1116

"The very same. Well, do you, know, sir, that in Boston the enlightened citizens take those little white, round beans, boil them for three or four hours, mix with them molasses, and I know not what other ingredients, bake them, and thenwhat do you suppose they then do

"They-"They eat 'em, sir!" interrupted the first southerner impressively. "Bless me, sir, they eat 'em"-Lip-

Subscribe today for the Even-

## Summer Places Wanted

M ORE and more each year summer sojourners from the States are seeking out the cool spots in

STEAMERS.

# GRAND LAKE

ROUTE.

On and after Sept. 28th the Steamer Beatrice E. Waring will leave May Queen's Wharf, Indiantown, on Wednesdays and Saturdays at 8 a. m.for Chipman and intermediate landings, returning will leave Chipman at 6 a m. on Mondays and Thursdays for

R. H. WESTON, Manager. Telephone 204A.

#### Star Line Steamship Co Mrs. Hayes' First Letter Appeal-

ing to Mrs. Pinkham for Help: ONE OF THE MAIL STEAMERS, "Vic- No. 9-Express from Halifax and "DEAR MRS. PINKHAM: - I have been under Boston doctors' treatment for a long time without any relief. They tell me I have a fibroid tumor. I cannot sit down without great pain, and the soreness extends up my spine. I have bearing-down pains both back and front. My abdomen is swollen, and I have had flowing spells for three years. My appetite is not good. I cannot walk or be on my feet for any length of time.

FIBROID TUMORS CURED.

The symptoms of Fibroid Tumor

given in your little book accurately describe my case, so I write to you for advice."—(Signed) Mrs. E. F. HAYES, 252 Dudley St. (Roxbury), Boston, Mass.

Mrs. Hayes' Second Letter:

"DEAR MRS. PINKHAM: - Sometime

ago I wrote to you describing my symptoms and asked your advice. You replied, and I followed all your directions carefully, and to-day Lam a well

woman.
"The use of Lydia E. Pinkham's

Vegetable Compound entirely expelled the tumor and strengthened my whole system. I can walk miles now. "Lydia E. Pinkham's Vege-table Compound is worth five dol-

lars a drop. I advise all women who are afflicted with tumors or female trouble of any kind to give it a faithful trial."—(Signed) Mes. E. F. HAYES, 252 Dudley St. (Roxbury), Boston, Mass. - \$6000 for feit if originat of above latters growing genulneness cannot be produced.

COAL

Minudie Coal.

Minudie Coal Co.

Limited

Jas. S. McGivern, Agt,

339 Charlotte St.

J. S, GIBBON & CO.,

Docks: Smythe St., Branch, Marsh St. Central office, 6½ Charlotte St., Tel. 676.

Foot of Germain Street

Ask Your Wine Merchant

for

Gaelic Whisky!

Order while landing.

length of time.

Steamer "Springfield" will leave CITY TICKET OFFICE,
7 King Street, St. John (N. B.)
Telephone 1053.
GEO. CARVILL, C. T. A. St. John for head of Belleisle and intermediate points every Tuesday Thursday and Saturday at 11 a. m. Passenger Train Service, St. John, Returning leave Belleisle on Monday Wednesday and Friday at 7 a. m.

B. E. WARING, Manager.

# Maggie Miller

THE STEAMER

Will leave Millidgeville for Summerville Kennebecasis Island and Bayswater, daily, (except Saturday and 5.03 Sunday) at 9, a.m., 3.33 and 5.30

Returning from Bayswater at 7 0, a.m.; and 4.15 p.m. Saturday leaves Millidgeville at 3.45, and 9, a.m., and 3.30, 4.30, Fresh Mined Coal for cooking and 6, p.m. Returning at 6, 7.30, and 10, a.m.

and 5.15, and 6.45 p. m.
Sunday leaves Millidgeville at 9, and 10.30, a. m., 2.30, and 5.15 p. Returning. at 9.45, 11.15, a. m. and 4, and 6 p. m.

JOHN McGOLDRICK, Agent.

Telephone 228A.

HOTELS.

#### Clifton House, 74 Princess St. and 114 and 143 Germain St, St. John, N. B.

RECENTLY RENOVATED THROUGHOUT.

Special attention given to summe ourists. W. ALLAN BLACK, Proprietor

## Royal Hotel, 41, 43 and 45 King Street

KING STREET. St. John, N. B. Electric Elevator and all Latest and Prince Edward Island Modern Improvements.
D. W. McCORMICK, Prop.

## The Dufferin. I.LE ROI WILLIS, Pro).

KING SQUARE, ST. JOHN, N. B.

## Intercolonial Railway. TENDER FOR BUILDINGS

Separate Seal?d Tenders, addressed to the undersigned, and marked on the out-side "Tender for Buildings, Mitchell," or "Tender for Buildings, Aulac," as the case may be, will be received up to and including

for the construction of a Station Building, Freight Shed and out buildings at Mitchell, P. Q., and for the construction of a Station Building and Freight Shed at Aulac, N. B.

Plans and specifications for the buildings at Mitchell may be seen at the Station Master's office at Mitchell, P. Q.

Plans and specifications for the buildings at Aulac may be seen at the Station Master's Office at Aulac, N. B., and plans and specifications for the buildings at both places may be seen at the office of the Engineer of Maintenance, Moncton, N. B., where forms of tender may be obtained. All the conditions of the specifications must be complied with.

D. POTTINGER, General Manager. Railway Office, General Moncton, N. B., 23rd September, 1904.

RAILROADS.

On and after SUNDAY, July 3, 1904, rains will run daily (Sunday excepted) trains will as follows:

TRAINS LEAVE ST. JOHN. 2-Express for Halifax and

Campbellton... 7.00
6-Mixed train to Moncton... 8.00
4-Expréss for Point du Chene, Quebec and Mont-

TRAINS ARRIVE AT ST. JOHN.

D. POTTINGER, General Manage

Is the Commercial Capital of Canada, a City of over 320,000 people. You should see its Great Business Houses Shipping and Railways, Factories, Parks, Churches, and Historical Buildings. SI. JOHN LO MONTREAL AND RETURN.

GOING OCTOBER 3rd, 4th AND 5th. RETURN LEAVE OCTOBER 19th, 1904 PATERS PORTLAND AND BOSTON. For particulars and Tickets call on W. H. C. MACKAY, St. John, N. B. or write C. B. FOSTER, D.P.A., St. John, N. B.

# Railway.

TENDER FOR BRANCH LINE. Sealed Tenders, addressed to the under-signed and marked on the outside "Ten-der for Branch Line to Vernon River Bridge," will be received up to and in-

FRIDAY, the 21st Day of OCTOBER,

for the Grading, Track-laying, Ballasting, Building, etc., in the construction of a Branch Line of Railway, 4:59 miles long, to Vernon River Bridge, Prince Edward Island.

Plans, Profile and Specifications may be seen at the Engineers' office, Charlottetown, P. E. I., and at office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specifications must be compiled with MONDAY, the 10th Day of OCTOBER, must be complied with.

1904,

Railway Office,

General Manager, Railway Office, Ger Moncton, N. B. 29th September, 1904.

## Intercolonial Railway. TENDER FOR BUILDING

Separate Sealed Tenders, addressed to the undersigned, and marked on the out-side "Tender for Station, Pictou," or "Tender for Station, Antigonish," as the case may be, will be received up to and

WEDNESDAY, the 12th Day of OCTO-BER, 1904,

Gaelic Whisky:

(8 YEARS OLD.)

(9 YEARS OLD.)

(10 YEARS OLD.)

(11 You desire to reach the well-to-do people and attract them to your place, insert a well-worded advertisement in the Boston Transcript.

(11 You desire to reach the Well-to-do people and attract them to your place, insert a well-worded advertisement in the Boston Transcript.

(20 YEARS OLD.)

(3 YEARS OLD.)

(4 YEARS OLD.)

(5 YEARS OLD.)

(6 YEARS OLD.)

(7 YEARS OLD.)

(8 YEARS OLD.)

(9 YEARS OLD.)

(10 YEARS OLD.)

(11 You desire to reach the well-to-do people and attract them to your place, insert a well-worded advertisement in the Boston Transcript.

(10 YEARS OLD.)

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(12 YEARS OLD.)

(13 YEARS OLD.)

(14 Babbitt C. S., Grocer, Sydney, Bobbitt C. S., Grocer, Sydney, Bo

June 13, '04. Trains Daily except Sunday, unless DEPARTURES. 6.45 A. M. DAY EXPRESS—For Bangor
Portland and Boston, connecting for
Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock and points
North; Edmundston, River du Loup
and Quebec.
PULLMAN PARLOR CAR, St.
John to Boston. John to Boston.

A. M. SUBURBAN EXPRESS—For Weisford and Intermediate Points.

P. M. SUBURBAN EXPRESS—For Weisford, and Intermediate Points.

Welsford and Intermediate Points.
Welsford and Intermediate Points.
05 P. M. SUBURBAN EXPRESS—For Welsford and Intermediate Points.
85 P. M. MONTREAL (Short Line) EXPRESS connecting at Fredericton Junction for Fredericton, and at McAdam for Woodstock, St. Stephen (and St. Andrews after July 1st); at Montreal for Ottawa, Toronto, Hamilton, Buffalo, Chicago and St. Paul: and with IMPERIAL LIMITED and PACIFIC EXPRESS for Winnipeg, and Canadian Northwest; Vancouver, and all Pacific Coast Points.

PALACE SLEEPER and FIRST and SECOND CLASS COACHES, to Montreal.

PALACE SLEEPER and FIRST and SECOND CLASS COACHES, to Montreal.

C. P. DINING CAR, ST. JOHN to MATTAWAMKEAG.

5.50 P. M. BOSTON EXPRESS—Pullman Sleeper and First and Second Class Ceaches to Boston.

6.10 P. M. FREDERICTON EXPRESS—Making all Intermediate Stops.

10.00 P. M. SUBURBAN EXPRESS for Welsford and Intermediate Points.

General change of time, Sunday, October 9th, K904.

District Pass. Agent, St. John, N. B.