

# ST. JOHN MIGHT LEARN LESSON FROM BUFFALO

## In the Matter of Effective Fire Protection ---The American City Has a Pipe Line System Fed by Fire Boats Which Are Always on Duty.

(Correspondence Toronto News.)  
Buffalo, N. Y., Dec. 12.—"No city that aspires to be described as modern should be without a high pressure pipe line for fire fighting purposes," said Fire Commissioner Russell H. Potter, of the Buffalo Fire Department today. The high pressure pipe line system of fighting fires is the most effective known and a pipe line a couple of miles long outranks a dozen engines when its value to the fire department of a large city is considered.

Commissioner Potter then described to The News correspondent the high pressure pipe line system of Buffalo, which, though the fire department officials say is not by any means as extensive as it should be, yet has time and again demonstrated its value as a fire fighting tool.

### High Pressure Fire Main.

Buffalo has a high pressure fire main system about two miles long. It extends through the business section of the city where the most valuable office buildings and stores are located and in preventing increased insurance rates has already demonstrated that the money spent is well invested.

The line starts at the harbor at the foot of Washington street, extending thence to Exchange street, a distance of about four ordinary city blocks. Here one branch diverges, extending through the Terrace and up Pearl street to Mohawk, the greatest importance. The other line extends straight along Washington street to Genesee, which is so near Mohawk at that point as to make the ends of the two lines practically opposite each other. Washington and Pearl streets parallel Main street, the principal business thoroughfare, one on each side, each a block away. Hose connected with the pipe line will do effectively work a block on either side. Thus the main business thoroughfare of the city is protected by a double line of high pressure water pipes, one on either side, and the protection extends for a block or more outward from Washington and Pearl streets, giving a strip of territory at least three blocks wide and a mile long, right through the heart of the city, the high pressure pipe line service.

The pipe its entire length is twelve inches in diameter. The branch extending up Washington street is 5,500 feet long. The other arm is 4,500 feet long, giving a total length of 10,000 feet, nearly two miles.

### The Cost of Construction.

The cost of constructing the Washington street line was \$22,000. It was built of wrought iron pipe. The Pearl street line, upon which the finishing touches are only now being put, will cost between \$20,000 and \$22,000. Though the Pearl street line is 1,000 feet shorter than the Washington street line its cost will be practically the same, because in its cast iron is used. The pipe is of the same dimensions, but the cast iron is costlier than the wrought iron.

### Forced By Public Opinion.

The new section of the high pressure pipe line which is now finished is the result of a petition that followed the \$300,000 Glatton fire, early in the summer. This fire started about 2 o'clock in the afternoon of a breezy day. Then for a time it threatened other buildings, but the breeze was towards Washington street, on which side of the building the pipe line built in 1900 was situated. A dozen lines of hose from this high pressure pipe were effective in keeping the fire from spreading, though the building was destroyed. On the Main street side, where only ordinary, low pressure mains were available for the fire engines, there was a marked scarcity of water. Some of the engines on this side were useless to all practical purposes.

At once after the fire the local underwriters began to talk of increasing insurance rates if another pipe line was not built. Public sentiment forced immediate action, and the new pipe line was ordered, though bonds had to be issued to raise the required funds.

When Fire Chief Croker, of New York City, was in Buffalo, a while ago on a tour of inspection of high pressure pipe lines in the various cities of the States he stated the line here gave better results than any he had witnessed. Commissioner Potter thus describes the test made when Chief Croker was here.

"We tested three lines of hose from the high pressure main a mile from the pump, and without pressing the engines each threw a stream over 300 feet in the air from 11-2 inch nozzles. With two engines coupled on one line with a 21-2 inch nozzle a stream was thrown even higher. On another test with the fireboat Grattan supplying water to the high pressure main we threw twelve streams each 11-2 inches in diameter, all reaching a height of 800 feet or more. The fireboat Grattan is capable of pumping 9,000 gallons of water a minute into the main."

### Supplied By Fire Boats.

Buffalo's pipe line is supplied with water by one of the three fireboats maintained by the city. These fireboats are the Grattan, costing \$115,000; the Potter and the Hutchinson,

which cost in round numbers \$35,000 each. The fireboat couples on to the high pressure line and pumps water into the harbor. The Potter and Hutchinson each can pump 4,000 gallons a minute. The Grattan can pump 9,000. The authorities here say Cleveland and Detroit, lake cities, use fireboats to supply their high pressure lines the same as does Buffalo. Philadelphia uses gas engines. The pressure which the fire supply mains here are required to stand is 300 pounds to the square inch.

When not in use the high pressure mains here are drained in winter to prevent freezing. One of the fireboats always is moored at a station a couple of hundred feet away from the harbor end of the line. In winter time one is always kept at the end of the line to prevent delay in answering a call should the harbor be frozen. Asked for an expression of opinion as to the relative value of fireboats as against gas engines in pumping water for the high pressure line, Commissioner Grattan favored the boats.

"They do a double duty," said he. "When a fire occurs along the water front they can respond to it and do good work. Besides, as we have the boats anyhow, it would be a useless expenditure to erect houses and install gas engines to do the pumping. Buffalo has no pipe line extending through the harbor front district where so many big elevators are situated. That is one reason why the fire boats are more adaptable here. They can answer an alarm along the water front or supply power of a fire in high pressure line in case of a fire in the business district. There are arguments in favor of the stationary engine system for a more extensive high pressure service than we have here, but the fireboats answer our needs."

### THE VALUE OF CHARCOAL.

Few People Know How Useful It Is in Preserving Health and Beauty.

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose. Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities already present in the stomach and intestines and carries them out of the system. Charcoal sweetens the breath after smoking drinking or after eating onions and other odorous vegetables. Charcoal effectually clears and imparts to the complexion a whiteness and further acts as a natural and eminent safe cathartic. It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh. All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are composed of the finest powdered Willow charcoal, and other harmless antiseptics in tablet form or rather in the form of large, pleasant tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and purer blood, and the beauty of it is, that no possible harm can result from their continued use, but on the contrary, great benefit. A Buffalo physician in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in the stomach and bowels, and to clear the complexion and purify the breath, mouth and throat I also believe the liver is greatly benefited by the daily use of them; they cost but twenty-five cents a box at drug stores, and although in some sense a patent preparation, yet I believe I can tell you of no better." Stuart's Charcoal Lozenges than any of the ordinary charcoal tablets.

### LONG MAY IT LIVE.

#### Movement Incepted to Elevate Hand Organ Repertory.

Philadelphia, Dec. 13.—The organ grinders of Philadelphia have organized in the interest of better music, under the title of "The United and Amalgamated Order of Street Organ and Humdy-Gurdy Players of Philadelphia, Camden, Norris-town and Vicinity." They have elected officers and chosen a censor. The U. A. O., etc., takes itself seriously, as does its censor, who says: "I have already put ten pieces on the blacklist that are still heard too often on our streets. They are, Sweet Marie, Little Annie Rooney, After the Ball, Maggie Murphy's Home, Sidewalks of New York, The Bowerly, The Old Oaken Bucket, and The Band Played On, Banks of the Washaw and The Bowerly. We will hesitate some time before decided not to place Home, Sweet Home, and Swannee River on the list, but after all, these are sentimental and universal in appeal. We will in all probability blacklist all ragtime and cheap sentimental ballads."

### AFTER THE DOCTORS.

Dr. Laberge, medical health officer of Montreal, complains that physicians continue to neglect reporting cases of contagious diseases. Parents also fail to report births. He is convinced that only half or sometimes only one third of the births taking place in the city in a week are reported. The committee has ordered that the law regarding registration for statistical purposes shall be enforced after Jan. 1, 1905. The medical health officer considers it rather strange that some physicians practicing in the city during the past ten years have never reported a case of a contagious disease, and have not reported a birth since the new law was passed. He even is of the opinion that a few physicians in issuing death certificates conceal the true cause of death if it is a contagious disease.

# CANADIAN DEFENCE IS BREEZILY DISCUSSED.

## Withdrawal of Great Britain's Naval and Land Forces From Halifax and Esquimaux Means that Canada Can Guard Her Own Head.

BY E. W. THOMSON.  
(Special Correspondence of the Transcript.)  
Great Britain is about to remove her forces from Canada. They have been here in minute strength for many years past, just enough to garrison the fortifications of Halifax, N. S., and Esquimaux, on the Pacific coast. At Halifax, there are some eighteen hundred men of the land service, and at Esquimaux about six hundred. The naval force has varied much in strength at both places. Sometimes half a dozen vessels of the North Atlantic squadron would be at Halifax, and as many of the North Pacific squadron in British Columbian waters. There was seldom any real need for them at either place, except inasmuch as it was desirable to keep the works manned and in order. They served as a symbol of British sovereignty. Now that they are to be taken away except a small cruiser or gunboat at each port, the political significance of their departure may be remarked. Canadian forces are to take their places. As soon as a few Canadian cruisers can be established the Old Country vessels will doubtless depart, to return no more, except on visits. The flag will remain, the king's sovereignty also, both committed to the care of the crown's Canadian Government. The whole movement, explained tentatively as strategic, really amounts to a new and most judicious recognition of the independence of Canada.

With this the Ottawa government must assume new responsibilities, and the expenses pertaining to new dignity. The United States has long been contributing part of the cost of keeping up and improving the fortifications on both coasts. It will now, or soon, have to maintain about two thousand more Canadian regulars, some few cruisers and coast defence craft. Arrangements for these services are fairly under way.

Last year an elaborate reorganization of the militia was begun. It was recently announced that a naval reserve would be established by the incoming Parliament. These plans seem to have originated at the imperial conference of 1902, and to have taken definite shape about the time when Sir Frederick Borden, Canada's minister of militia and defence, was welcomed, last year, to the Imperial Defence Committee in London. An expert in the naval engineering, Captain Naish, soon afterward came to Ottawa to serve the militia department as adviser on fortifications. An Ottawa Council for military administration, on the plan of the new London system, replaced the antiquated unworkable scheme in which a general officer commanding, was a perennial friction maker. The limitation of the chief command to an officer of Old Country regulars was done away with. Ottawa's vote for military purposes was increased about one-half. This appeared superfluous at the time. Now, as all signs point to a previous, concealed concert of Ottawa and London to put on Canadians the proper responsibility for their own defence, everything already seems most reasonable.

A pretty close approximation to the armament that Canada, as an independence of King Edward, will need, seems deducible from her geographical position and relation to other powers. Her permanent amity with the United States must be postulated, as it long has been by London and Ottawa. As against the republic Canada could not improve her position by any expenditure, since the relative strength of the two countries would be the same if both remained wholly unarmed, or if both were armed proportionately to population, which would be the result of any Canadian attempt to improve the natural relative position. The cardinal point of the Canadian kingdom's foreign policy would obviously be close friendship with the States, secured, if possible, by arbitration treaty and intimacy of commercial relations. Being thus made incomparably more secure on her southern boundary of 3400 miles than she could be if it were on water, being absolutely safe northward by her guard of icebergs and polar bears. Our Lady of the St. Lawrence and Saskatchewan would have to think only of defending her two ocean frontiers.

Against whom could she have to defend them? A peace hungry with the United States is postulated, one with Great Britain secured by the common monarchy. No other power owns a foot of land nearer than the Azores. Not Germany, Russia, Italy, France, Spain or Japan has any coaling station, either in the Pacific nor the Atlantic so near to Canada that it could be used as a naval base against her. No country has a more perfect strategic position, for defence. Probably all continental Europe united could not, without seizing some British or some United States property, land 5000 men in Canada, and keep them supplied until all rounded up. The country, if independent, would be as safe as a church, her monarch being England's, and her closest chum being Uncle Sam.

Against the possibility of an enemy's errant riding ship striking at some unfortified place on either coast the king of Canada might have to maintain at most, about four good cruisers and a few torpedo craft. This force would be useful at all times, for fishery patrol, and against the possibility of amateur piracy, or of coasting Indian risings.

"Oh, but," some Canadians say, "our seaborne commerce could not be safe unless we had a large navy, one that would be seen in every port, and on every lane of ocean traffic the world over." Not safe against

what? Pirates? The navies of the civilized world are a unit against that. Canada's right to the common defence would consist in guarding her own shores against pirates, and keeping those shores well charted and lighted and buoyed. Belgium, population over seven million, has no navy, though her sea-borne imports are about two billion francs, her seaborne exports nearly as valuable, and her trade large with both the Americas, with Asiatic and with African countries. Sweden and Norway, united population about eight million, operating a large mercantile marine in all seas, have no navy, except for coast defence. The Netherlands have a considerable navy, other than that for coast service, because they must have great and distant colonies. Mexico, population fourteen million, has two despatch vessels, two unarmored gunboats, a training cruiser and two gunboats, total crews of her navy 124 officers and 451 men.

These instances indicate that the king's independent Canada, unless for the purpose of making a grand flourish, could need only a few coast defence ships. If she felt that she peculiarly owed anything to the great Powers that police the water ways of the world—for their own interest, she could probably induce them generally to accept conscience money in proportion to her sense of having been served by each. As she gets bigger and richer they will doubtless be delighted to see her getting afloat with guns, and taking a share of the ironclad grandeur that fires unshot salutes to princes, potentates, governors, Fiji chiefs, admirals and other glorious boys.

It would seem reasonable to say that the regular land forces required by the Canadian kingdom would be what she has now, say 1500 men, and enough more, say two thousand men, to garrison the strong places that Great Britain is about to turn into her care. Her militia, as now in course of reorganization, will number about one hundred thousand fairly trained and equipped men, with trained nuclei for as many more, who are to be enlisted, but not to be called into the ranks except for active service. Surely such a force will be sufficient to provide security against civil disturbances, and to enable King Edward's "auxiliary kingdom," as the late Sir John Macdonald phrased it, to cut a dignified or aggressive figure in aid of Great Britain, of the United States, or of any other blood-brother that the stout Kanaks might desire to back in a row. The disposition of the blood-brothers in proportion to their own readiness to guard her own head, and to do something for mother and the boys at a pinch. Did she set up an extra first-class cruiser or two, with special reference to the possibility that she might wish to be serviceable to Great Britain, probably all concerned would be delighted to see her evincing so much gratitude and spunk.

### Thin-Blooded, Tired Nervous, Unhappy

"I Was Sick, Broken Down, No Strength, Couldn't Sleep, No Appetite,

## FERROZONE

Gave Me Energy, Force, Vim, Comfort, Made Me Well.

Because Ferrozone gives instant effect and steadily builds up new flesh it is used by thousands in poor health. No other tonic in the world is like Ferrozone. No other medicine accomplishes such marvelous results. Its wonderful merit in building up and strengthening is acknowledged by every physician. It makes you feel better at once like Mrs. Charles Benny, of Cloyne, Ont.

HER STATEMENT:  
"I was sick.  
"I was broken down, had no strength, couldn't eat. I was sleepless.  
"My nerves were irritable. I was thin-blooded and continually unhappy.  
"I tried Ferrozone.  
"It gave me new energy, force, vim. It brought me comfort strength—it made me well."

To get new vital energy, renewed youth, use Ferrozone. It makes the blood rich and red, fortifies the system, will reserve strength, puts new life into all that use it. Greatest tonic and re-builder known. 50c per box or six for \$2.50, at all medicine dealers, or Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

### A GEM FROM MAINE.

Here is a story about a Maine gem which is going the rounds of the newspapers of the country: "The minerals of Maine are becoming of world wide reputation. The great aquamarine, found in Stoneham, and probably the most valuable gem ever found on the American continent, has recently been purchased as a valuable acquisition to the crown jewels of Germany. The German prince, while in this country, saw the gem at Chicago and admired it so much that the government has been negotiating for it ever since, and recently sent a man over to this country, who finally succeeded in closing the trade, taking the gem back to Germany with him. At the world's fair at Chicago the gem was valued at \$30,000. It weighed 183-carats. By the way, one crystal taken at Paris, Me. this summer has been sold for \$500.

# COAL

## Minudie Coal,

We sell as good a Coal as any one wants for either grate or cooking stoves. It is long lasting and clean. Well screened, and delivered promptly.

Try it.  
**MINUDIE COAL CO. LTD.,**  
339 Charlotte Street.  
JAMES S. MCGIVERN, Agent.  
Tel. 42

## SCOTCH HARD COAL

Large Chestnut \$6.25 delivered for Cash.  
Price good today and Saturday.  
This coal must be moved at once.

DON'T MISS IT.  
J. S. GIBBON & Co.,  
Tel. 676 Smythe St. and 61-2 Charlotte St.

\$3.25. 3.25.  
PER LOAD DELIVERED.  
SOFT COAL, Fresh Mined,  
COARSE COAL.

GEORGE DICK,  
Foot of Germain Street  
46 Britain St. Telephone 1116

Are you a subscriber? We think you are. There are few who do not take the TIMES, but that few we want.  
Subscribe now and get all the Latest News of the day for 25c a month delivered.

## Royal Insurance Company,

Of Liverpool, England,  
Total Funds Over \$60,000,000

J. SIDNEY KAYE, Agent  
85 1-2 Prince William Street, St. John, N. B.

## Shorthand in 20 Lessons.

First Lesson Free.

Absolutely most complete and up-to-date methods; position guaranteed; lessons by mail exclusively; no interference with regular occupation; no difficulties; everything simple and clear; indorsed by boards of education and leading newspapers; thousands of graduates.

DEPARTMENT 25,  
211 Townsend Bldg., New York.

## THE BEST IN THE WORLD.

The Mushroom and Catsup, put up by the TANTRAMAR MUSHROOM & CATSUP CO., of Sackville. Quality unequalled. Far superior to the Imported article.  
S. Z. DICKSON,  
Country Market.  
Sole Agent in St. John.

## CURLER'S COATS.

As the Curling season is now on what more suitable present can be given than a CURLER'S UNIFORM COAT to wear on the ice.  
We have just received a stock of Regulation Cloth and Trimmings, suitable for both city clubs.  
A full stock of MASONIC REGALIA now on hand.

A. R. CAMPBELL & SON,  
High Class Custom Tailoring,  
64 Germain Street.

The paper that reaches the home is the paper you should advertise in. The Evening Times does this. Advertise in its columns and increase your business.

# STEAMERS.

## CANADIAN PACIFIC

Atlantic Steamship Service.  
From Liverpool. From St. John, N.B.  
Nov. 29—LAKE ERIE ... Dec. 17  
Dec. 19—LAKE MANITOBA ... Dec. 31  
Dec. 27—LAKE CHAMPLAIN ... Jan. 14  
Jan. 10—LAKE ERIE ... Jan. 28  
Jan. 24—LAKE MANITOBA ... Feb. 11  
FIRST CABIN. — To Liverpool, \$41.00 and \$50.00 and upward, according to steamer.  
Round Trip Tickets at Reduced Rates.  
SECOND CABIN. — To Liverpool, \$30.00; London, \$32.50.  
THIRD CLASS. — To Liverpool, London, Glasgow, Belfast, Londonderry and Queenstown, \$15. From Liverpool or Londonderry to St. John \$15 From London \$17. To and from all other ports at equally low rates.  
ST. JOHN TO LONDON.  
S.S. Lake Michigan, Dec. 20. Third Class Only.  
S.S. MOUNT TEMPLE, Jan. 10. Third Class Only.  
Rates same as via Liverpool.  
For tickets and further information apply to  
W.H.C. MacKAY,  
St. John, N. B.  
Or write, F. R. PERRY, P. A.  
St. John, N. B.

# HOTELS.

## ABERDEEN HOTEL

Home-like and attractive. A temperance house. Newly furnished and thoroughly renovated. Centrally located. Electric cars pass the door to and from all parts of the city. Coach in attendance at all trains and boats. Rates \$1 to \$1.50 per day.  
18-20-22 Queen St., near Prince Wm.

A. C. NORTHROP, Proprietor.

## Clifton House,

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

RECENTLY RENOVATED THROUGHOUT.  
Special attention given to summer tourists.

W. ALLAN BLACK, Proprietor

## Royal Hotel,

41, 43 and 45 King street ST. JOHN, N. B.

RAYMOND & DOHERTY, Props.  
W. E. RAYMOND, H. A. DOHERTY.

## Victoria Hotel

KING STREET, St. John, N. B.

Electric Elevator and all Latest and Modern Improvements.  
D. W. McCORMICK, Prop.

## The Dufferin,

E. LEROI WILLIS, Prop.

KING SQUARE, ST. JOHN, N. B.

## Steamer Brunswick

Arrives from Canning, N. S., Monday evening, Oct. 24th., with a consignment of Choice Gravenstein Apples.  
CAPT. J. H. POTTER,  
85 South Wharf. Tel. 938.

## ST. JOHN FIRE ALARM.

- No. 2 Engine House, King Square.
- No. 3 Engine House, Union St.
- Cor. Sewall and Garden Sts.
- Cor. Mill and Union Sts.
- Market Square, Auer Light Store.
- Mechanics' Institute, Carleton St.
- Cor. Mill and Pond Sts.
- Foot of Union St. (east.)
- Waterloo St. opposite Peters St.
- Cor. St. Patrick and Union Sts.
- Cor. Brussels and Richmond Sts.
- Brussels St. near old Everitt Foundry.
- Cor. Brussels and Hanover Sts.
- Cor. Brunswick and Erin Sts.
- Cor. Union and Carmarthen Sts.
- Cor. Courtenay and St. David's Sts.
- Waterloo, opposite Golding St.
- Cor. German and King Sts.
- (Private) Manchester, Robertson & Allison.
- Cor. Princess and Charlotte Sts.
- No. 1 Engine House, Charlotte St.
- City Hall, Princess and Prince William Sts.
- Brown's Cor. King Square.
- Cor. Duke and Prince Wm. Sts.
- Cor. King and Pitt Sts.
- Cor. Duke and Sydney Sts.
- Cor. Wentworth and Princess Sts.
- Cor. Queen and Germain Sts.
- Cor. Queen and Carmarthen Sts.
- Cor. St. James and Sydney Sts.
- Cor. Carmarthen St., between Orange and Duke, Dock.
- Cor. St. James and Prince William Sts.
- Cor. Pitt and Duke Sts.
- Cor. Broad and Carmarthen Sts.
- Cor. Britain and Charlotte Sts.
- Cor. Pitt and St. James Sts.
- Foot Sydney St.
- Cor. Sheffield and Pitt Sts.
- City Road, near Skating Rink.
- Pond St. near Fleming's Foundry.
- Exmouth St.
- City Hospital.
- 62 York Gorton Mill Courtney Bay.

## NORTH END.

- 121 Bridge St. near Stetson's mill.
- 122 Cor. Main and Barge Sts.
- 123 Street Railway car sheds.
- 124 Cor. Adelaide Road and Peel St.
- 125 Engine House, No. 5 Main St.
- 126 Douglas avenue, opp. Hon. James Holly's.
- 127 Doug. Elgin and Victoria Sts.
- 128 Opp. Hamilton's mill Strait Shore.
- 133 Rolling Mill Strait Shore.
- 134 Cor. Sheriff St. and Strait Shore Road.
- 142 Cor. Portland and Camden Sts.
- 143 Police Station, Main St.
- 144 Head Long Wharf, Main St.
- 154 Paradise Row, opp. Mission Chapel.
- 231 Engine House No. 4, City Road.
- 241 Cor. Stanley and Winter Sts.
- 253 Wright Street.
- 821 Head Millidge St. Fort Howe.
- Cor. Barker and Somerset Streets, Fort Howe.
- 412 Cor. City Road and Gilbert's Lane.
- 421 Marsh Road.

## WEST END.

- 112 Engine House, King St.
- 113 Ludlow and Water Sts.
- 114 King St. and Market Place.
- 115 Middle St. Old Fort.
- 116 Winslow and Union Sts.
- 117 Sand Point Wharf.
- 118 Queen and Victoria Sts.
- 119 Lancaster and St. James Sts.
- 212 St. John and Watson Sts.
- 213 Watson and Winslow Sts.
- 214 D. F. B. sheds, Sand Point.

# RAILROADS.

## INTERCOLONIAL RAILWAY

On and after SUNDAY, Nov. 20, 1904, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN.  
No. 2—Express for Halifax and Campbellton ... 7.00  
No. 6—Mixed train for Moncton and Point du Chene ... 9.00  
No. 4—Mixed, for Moncton and Point du Chene ... 13.15  
No. 26—Express for Point du Chene, Halifax and Pictou ... 12.15  
No. 8—Express for Sussex ... 17.10  
No. 134—Express for Quebec and Montreal ... 18.00  
No. 10—Express for Halifax and Sydney ... 23.25

TRAINS ARRIVE AT ST. JOHN.  
No. 9—Express from Halifax and Sydney ... 6.20  
No. 7—Express from Moncton ... 9.00  
No. 133—Express from Montreal and Quebec ... 13.50  
No. 5—Mixed from Moncton ... 15.20  
No. 25—Express from Halifax, Pictou, Pt. du Chene and Campbellton ... 17.40  
No. 81—Express from Moncton (Sunday only) ... 24.35  
All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.  
D. POTTINGER,  
General Manager.

Moncton, N. B., Nov. 18, 1904.  
CITY TICKET OFFICE—7 King St., St. John, N. B., Telephone 1053.  
GEO. CARVILLE, G. T. A.

## CANADIAN PACIFIC

Christmas and New Years.

ONE FIRST-CLASS FARE FOR ROUND TRIP.

Between all Stations, Montreal and East.

GENERAL PUBLIC. Going December 22nd, 1904, to January 2nd, 1905. Return January 4th, 1905.  
SCHOOLS COLLEGES. Going Dec. 3rd to 31st, 1904. Return January 31st, 1905. On surrender of Standard School Vacation Certificate.

Commercial Travellers. On Sale Dec. 12 to 21, 1904. Return to January 4th, 1905. On Payment of One First-Class Fare—Not Commercial Fare.

For Rates, Dates, and Time Limits of Excursion Tickets to Points West of Montreal, see nearest Ticket Agent or write to F. R. PERRY, Acting D.P.A., C.P.R., St. John, N.B.

## Ask Your Wine Merchant

FOR

## GAELIC WHISKY!

(8 Years Old.) IMPORTED DIRECT FROM

## The Stirling Bonding Co.

STIRLING, SCOTLAND.

## Telephone Subscribers

(Please add to Your Directories.)

- 1340 Faber Dr. P. F., residence St.
- 858 Fleming J. & Son, Hillyard Blocks.
- 145 Joseph F. E. residence, Crouchville.
- 240B Robertson W. Foster, residence, Main.
- 353 Sand's Express, Charlotta.
- 231 Sands W. H., residence, Waterloo.
- 1281 Teakles R. D., residence, Pitt.
- 819 Vaughan F. P., electrical engineer, Dock.
- 1866 United Typewriter Co., Ltd. Prince Wm.
- 213 Walsh Capt. J. T., residence, Princess.
- A. W. McMAKIN, Local Manager.

## Summer Places Wanted

MORE and more each year summer sojourners from the States are seeking out the cool spots in Canada, and patronizing well-managed hotels and pleasantly located boarding places.

Each season thousands from all over the United States turn to the advertising columns of the Boston Evening Transcript, where so many announcements of summer places are published.

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

Full information, rates, sample copies and advice cheerfully given on request.

BOSTON TRANSCRIPT CO

324 Washington St., Boston, Mass.