

SQUALOR AND POVERTY RAMPART IN LHASA.

Even the Splendid Mansion of the Lama Can Not Redeem It.

PALACE HIDES A PRINCE

Temple the Scene of Many Crimes and Though Religion Prevents It Reeks With Blood.

London, September 28—A correspondent with the Younghusband mission to Tibet, writing from Lassa, the ancient capital, about which so little was known until the British military forces penetrated to the Buddhist sacred city, says: "The only building in Lassa that is at all imposing is the Potala."

"It would be misleading to say that the palace dominated the city, as a comparison would be implied—a picture conveyed of one building standing out signally among others. This is not the case."

"The Potala is superbly detached. It is not a palace on a hill, but a hill that is also a palace. Its massive walls, its terraces and bastions stretch upward from the plain to the crest, as if the great bluff rock were merely a foundation stone planted there at the Divinity's nod. The Divinity dwells in the palace, and underneath, at the distance of a few long or two, humanity is huddled abjectly in squalid, smut-bogged houses. The proportion is that which exists between God and man."

"If one approached within a league of Lassa, saw the glittering domes of the Potala and turned back without entering the precincts, one might still imagine it an enchanted city, smiling with turquoise and gold. But having entered, the illusion is gone. One might think devout Buddhists had excluded strangers in order to preserve the myth of the city's beauty and mystery and wealth, or that the place was consciously neglected and defaced so as to offer no allurements to heretics, just as the repulsive women one meets in the streets smear themselves over with grease and ochre to make themselves even more hideous than nature ordained."

Lassa itself is squalid and filthy, undrained, unpaved. Not a single house clean or cared for. The streets after rain are pools of stagnant water, frequented by pigs and dogs searching for refuse."

The place has not changed since Manning visited it ninety years ago. He wrote then: "There is nothing striking, nothing pleasing in its appearance. The inhabitants are begrimed with smut and dirt. The avenues are full of dogs, some growling and gnawing bits of hide that lie about in profusion, and emit a barnel-house smell; others limp and looking livid; others ulcerated; others starved and dying and pecked at by ravens; some dead and preyed upon. In short, everything seems mean and gloomy, and excites the idea of something unreal." That is Lassa to-day. Probably it was the same centuries ago.

Above all this squalor the Potala covers superbly. Its golden roofs shining in the sun like tongues of fire are a landmark for miles, and must inspire awe and veneration in the hearts of pilgrims coming from the desert parts of Tibet, Kashmir, and Mongolia to visit the sacred city that Buddha has blessed.

The secret of romance is remoteness whether in time or space. If it could be thrown back to the days of Arcinour we should be enchanted at first, but after a week should vote everything commonplace and dull. Palstaff, the beer lout, would be an impossible companion and Prince Hal a tiresome young cub who wanted a good dressing down. In travel, too, as one approaches the goal, and the country becomes gradually familiar, the husk of romance falls off.

But Lassa still clings to the Potala. It is still remote. Like Liray, its sacred inmate has achieved the impossible. Divinity or no, he has at least the divine power of vanishing. In the material West, we know how hard it is for the humblest subject to disappear, in spite of the confused hub of transit and intricate network of communications. Yet here in Lassa, a city of dreamy repose, a king has escaped, been spirited into the air and nobody is any the wiser.

When we paraded the city we made a complete circuit of the Potala. There was no one, not even the humblest follower, so unimaginative that he did not look up from the ground to the towering city and thousand sightless windows that concealed the unknown. Those hidden corridors and passages have been for centuries, and are, perhaps, at this very moment, the scenes of unnatural piety and crime.

Within the precincts of Lassa the taking of life in any form is sacrilege. Buddha's first law was, thou shalt not kill, and life is held so sacred by his devout followers that they are careful not to kill the smallest insect. Yet this palace, where dwells the divine incarnation of the Bodhis at the head of the Buddhist Church, must have witnessed more murders and investigations to crime than the most bloodstained castle of medieval Europe.

Since the assumption of temporal power by the fifth Grand Lama in the middle of the seventeenth century, the whole history of the Tibetan hierarchy has been a record of bloodshed and intrigue. The fifth Grand Lama was the first to receive the title of Dalai, was a most unscrupulous ruler, who secured the temporal power by inciting the Mongols to invade Tibet, and received as his reward the kingship. He then established his claim to the godhead by tampering with Buddhist history and writ. The sixth incarnation was executed by the Chinese on account of his prodigality. The seventh was deposed by the Chinese as

privy to the murder of the regent. After the death of the eighth it would seem that the tables were turned, the regents systematically murdered their charge, and the crime of the seventh Dalai Lama was visited upon four successive incarnations. The ninth, tenth, eleventh, and twelfth all died prematurely, assassinated, it is believed, by their regents.

There are no legends of malmsey-butts, secret smotherings, and hired assassins. There were absorbed into the united, they were literally too good to live. Their regents and protectors, monks only less sacred than themselves, provided that the spirit in its yearnings for the next state should not be long detained in its mortal husk. No questions were asked. How could the devout face the comings and goings of the divine Avalokita, the Lord of Mercy and Judgment, who ordains into what heaven or hell, demon, god, hero, mollusc or ape their spirit must enter, according to their sins?

So, when we reached Lassa and heard that the thirteenth incarnation had fled, no one was surprised. Yet the wonder remains. A great prince a god to thousands of men, has been removed from his palace and capital, no one knows where or when. A ruler has disappeared who travels with a retinue of state, inspiring awe in his prostrate servants, whose movements, one would think, were watched and talked about more than any sovereign's on earth. Yet fear, or loyalty, or ignorance keeps every subject tongue-tied.

We have spies and informers everywhere, and there are men in Lassa who would do much to please the new conquerors of Tibet. There are also witless men, who have eyes and ears, but it seems, no tongues.

But so far neither avarice nor witlessness has betrayed anything. For all we know the Dalai Lama may be still in his palace in some hidden chamber, in the rock, or maybe he has never left his customary apartments, and still performs his daily offices in the Potala, confident that there at least his sanctity is inviolable by unbelief.

The British expeditionary force arrived outside Lassa on August 3, and camped about a mile from the Potala, the Grand Lama's palace. Next day Colonel Younghusband entered the city with an escort of two companies of Royal Fusiliers and mounted infantry. He entered by the Pargo Kaling Gate, the western entrance to the city, which lies in a gap between two ridges which culminate in isolated peaks—the Potala being on the one and the Chappa (medical college) on the other. After visiting the Chinese Amban, who lives about a mile from the gate, Colonel Younghusband marched round the Jokhang—the place of the gods and the true Lassa—before returning to camp.

This Horse Thinks Hans an Educated Equine That is Astonishing German Scientists by His Remarkable Feats.

Professor Moebius, director of the Zoological Museum of Berlin, one of the foremost authorities in this field of investigation, has prepared an exhaustive treatise for the National Zeitung, in which he affirms that Hans, the horse that thinks, is a rational being whose mental process includes the capacity to distinguish clearly impressions received by the eyes and ears, to keep them permanently in his memory, and to express them exactly in other words.

This four-footed prodigy is not merely a trained horse, whose tricks are taught him, as a dog is trained to repeat mechanically those movements impressed upon him by motives of fear or hope or reward.

Hans was, indeed, no more than a remarkably intelligent trained horse until he began to improve upon the simple feats in which he was drilled, and displayed initiative which could be explained only on the ground of reasoning and computation. Berlin scientific circles began to investigate Hans, and in a few weeks he was the sensation of the hour. He showed ability to perform simple sums in arithmetic, expressing the answers by stamping a hoof on the ground. Before a committee of indisputable veracity, he counted up to one hundred, developed an eye for colors by watching them without mistake, and proved he had an ear for music by showing signs of angry disapproval over discords. The committee found that Hans could spell words of one syllable, and that he added his vocabulary with as much speed as that shown by an average child in the primary grades. In brief, Hans used his mind and his memory to learn his lessons, and then "put two and two together."

News Notes From Truro. Truro, N. S., Oct. 3.—(Special)—Considerable speculation is aroused over a communication received by Mayor Laurence from New Orleans asking information for a woman alleged to have been born near Truro, on June 25, 1853. It is said she was christened there as Agnes and her mother's name was Hannah Lee. Reasons for investigation not given. An interesting home wedding was celebrated at Komeetook near Truro Friday night. Harry Henry Hope being married to Mary Nolan, by Rev. G. R. Martell of Maitland. The bride wore a grey tailor made suit and hat to match.

Hugh W. Yuill has been appointed a delegate from Truro Y. M. C. A. to the foreign workers' convention in Boston next week.

Lost in a Gale. Parry-Sound, Oct. 3.—(Special)—Patrick O'Connell, a watchman on the steamer City of Midland, was carried through a heavy gale and drowned in a heavy gale on the trip from Colingwood here.

DOESN'T PLAY GOLF. "What yer doin' now, Tommie?" "Nothin'." "Ain't yer workin'?" "None." "I heard yer was caddin' at de golf club?" "So is."

"Well, ain't dat workin'?" "No, I don't carry de clubs, de other fellers does de work."—Yonkers Statesman.

OPEN THE FIGHT AT ANNAPOLIS.

Clarke and Casgrain Opened Conservative Campaign Saturday Night.

AN IMMENSE CARGO OF APPLES.

Baron Kanako on His Travels—A Schooner Wrecked—Pushing Middleton Railway.

Annapolis, N. S., Oct. 3.—(Special)—The marriage of Geo. P. McLaughlin, of Montreal, formerly of this town, and Miss Mimie Williams, daughter of Mr. E. D. Clarke M. P., took place at St. Raphael's Church on Tuesday, Rev. Father Campbell, officiating. After luncheon the wedding party drove to Cornwall. The happy couple will reside at Martinstown where the groom has a position.

A Conservative rally was held in the Academy of Music Saturday night when Mr. E. D. Clarke M. P., Mr. West and Mr. T. Chase Casgrain of Montserrat P. Q. addressed the electors in the interests of the Conservative party.

Henry Sorettes, who has the contract for a section of the Middleton and Victoria Beach Railway, has almost completed his work. He says that all the grading of the Middleton will be ready for the rails on October 15.

Baron Kanako, and his private secretary, arrived from St. John by the Prince Rupert on Thursday. The Baron is a very prominent resident of Japan and has been a member of the Japanese Government. He will tour the Province before leaving for home.

The death of Charles Lindgreen occurred at St. Michael's Hospital, Toronto, on Wednesday last after a short illness of typhoid fever, age 27 years. Deceased was the son of Capt. and Mrs. John Lindgreen of this town.

Mr. and Mrs. Jacob Roop, of Springfield, Annapolis Co., celebrated the twentieth anniversary of their wedding on Saturday, Sept. 24. They were the recipients of a large number of chinaware presents. About fifty guests were present on the occasion.

Hon. J. W. Longley, will open the Exhibition at Caledonia, Queens Co. on Oct. 4.

C. A. C. Richardson M. D. C. M. of McGill University, will shortly open an office at Clementsport.

S. S. "Tat" Capt. Canrobert with over 8,000 barrels of apples sailed from this port on Wednesday for Hull, England. S. S. "Ely," now in New York, will sail from here on Oct. 12.

The three masted schr. Invictus, built by Alfred Perry at Salmon River, Digby Co., for Capt. Munro of Bridgetown and others, will be launched on Saturday Oct. 8.

Barb Carrin L. Smith has been chartered to load lumber at Pear-River clearly for Buenos-Ayres.

News has been received that the three-masted schr. Francis of Weymouth from Havana for Brunswick Ga., to load for Barbadoes, was ashore twelve miles South of Mosquito Lagoon on the coast of Florida. She is 250 tons, built in 1903 and owned by T. C. Rice, of Weymouth.

for the Grading, Track-laying, Ballasting, Building, etc. in the construction of a Branch Line of Railway, 4.50 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 the office of the Chief Engineer, 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, Moncton, N. B., 29th September, 1904.

A Growing Newspaper.

Facts and Figures of Interest to City Advertisers.

The constantly increasing circulation of the St. John Star reached, during the month of September, just closed, the figure 6,306.

The Star's average daily circulation for the first nine months of 1904 has been as follows:

Table with 2 columns: Month, Circulation. January 4,438; February 5,318; March 5,592; April 5,784; May 5,821; June 6,036; July 6,073; August 6,081; September 6,306.

As nine-tenths of the Star circulation is in the city of St. John, its value as an advertising medium to retail dealers is apparent. No merchant who has any attractions to offer the people of St. John can afford to neglect a paper that is read daily by about 30,000 of them.

MOTHERHOOD WEAKNESS Is Promptly Overcome—Health and Vigor Permanently Restored by FERROZONE Cures All Ailments From Which Women Suffer

Many women suffer untold torture from nervous debility caused by disorders of the feminine organs. Day by day they grow worse, but from a false sense of modesty they shrink from using a good remedy like Ferrozone. And it would cure them. Nothing renews weak women like Ferrozone. It brings back lost nerve force, supplies new vital energy, increases the blood supply.

No restorative so potent and prompt as Ferrozone has ever been discovered. You feel its uplifting effect at once. Your spirits rise, you gain in power and cheerfulness, feelings of weakness and despondency disappear.

No women can remain sick or miserable if she uses Ferrozone. It goes direct to the seat of the trouble, puts a stop to functional irregularities, and so establishes buoyant robust health. Being free from alcohol and dangerous drugs, Ferrozone can be used by young and old with absolute safety. Prepared in tablet form, fifty to the box; price 50c., or six boxes for \$2.50., at all dealers, or N. C. Polson & Co., Hartford, Conn. U.S.A., and Kingston, Ontario.

ONE OF MA'S. He lit into the luscious pie, it rose and sprang his jaws. But though it met his eyes project And sent cold shivers down his neck. He could not roar at it a speck. For it was one of ma's. San Antonio (Tex.) Express.

Ask Your Wine Merchant for Gaelic Whisky!

(8 YEARS OLD.) IMPORTED DIRECT FROM The Stirling Bonding Co. STIRLING, SCOTLAND.

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.

Intercolonial Railway. TENDER FOR BUILDING.

Separate Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Building at Antigonish," as the case may be, will be received up to and including

WEDNESDAY, the 12th Day of OCTOBER, 1904.

for the construction of a Brick and Stone Passenger Station at Pictou, N. S., and for the construction of a Brick and Stone Passenger Station at Antigonish, N. S.

Plans and specification for the building at Pictou may be seen at the Station Master's office, Pictou, N. S. Plans and specification for the building at Antigonish may be seen at the Station Master's office, Antigonish, N. S., and plans and specifications for both buildings may be seen at the Chief Engineer's office, 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, Moncton, N. B., 27th September, 1904.

JUST RECEIVED

5 pms Nelson Bourbon Whiskey, 10 quarter casks Hunt, Roops & Seage Co. Port Wine, 10 quarter casks Mackenzie & Co. Sherry Wines, 10 cases Fomery and Greno Champagnes, etc. and plums.

For Sale by JAMES RYAN, No. 1 King Sq.

COAL. Minudie Coal. Fresh Mined Coal for cooking stoves or register grates, clean, leaves little or no soot.

Minudie Coal Co. Limited. Jas. S. McGivern, Agt. 339 Charlotte St.

Bagged in Glasgow

for Gibbon & Co. Over 4,000 bags of Scotch Hard Coal are now landing from Steamer "Tritonia" in Chestnut, Nut and Egg Sizes.

Also 225 tons Scotch Furnace Coal in bulk. Order while landing.

J. S. GIBBON & CO., Docks: Smythe St., Branch, Marsh St., Central office, 64 Charlotte St., Tel. 676.

LANDING Old Co's Lehigh Hard Coal. Ex yard, Acadia Pictou, Scotch Coal and Reserve Sydney Soft Coal. Hard and Soft wood.

GEORGE DICK, Foot of Germain Street 48 Britain St. Telephone 1116

THE STEAMER Maggie Miller

Will leave Millidgeville for Summersville, Kernabecsis Island and Bayswater, daily, (except Saturday and Sunday) at 9, a.m., 3.30 and 5.30 p.m.

Returning from Bayswater at 7 10, a.m.; and 4.15 p.m. Saturday leaves Millidgeville at 6.45, and 9, a.m., and 3.30, 4.30, and 6, p.m.

Returning at 6, 7.30, 10, and 10, a.m., and 6.45 p.m. Sunday leaves Millidgeville at 9, and 10.30, a.m., 2.30, and 5.15 p.m.

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 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. R. A. DOHERTY.

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BOSTON TRANSCRIPT CO 324 Washington St., Boston, Mass.

Intercolonial Railway. TENDER FOR BUILDING.

Separate Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Buildings, Mitchell," or "Tender for Buildings, Aulac," as the case may be, will be received up to and including

MONDAY, the 10th Day of OCTOBER, 1904.

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, Moncton, N. B., 23rd September, 1904.

Telephone Subscribers Please add to your Directories. 1214 Babbitt C. S., Grocer, Sydney. 209B Cunningham S. A., residence City Road. 177 C. P. R., Car, Foreman's Office, L. C. R. yard. 529 Duke Mrs. M. residence, 185 Waterloo St. 1055 Empire Clink Mfg. Co., Main St. 1265 Traps M. E. Grocer, Germain. 1493B Lindsay Miss M. residence, Hazen. 98 Matthews Geo. F. residence, Summersville. 147 McDonald Mrs. Mont. residence, Elliott Row. 738 MacFarland Dr. W. L. residence, Fairville. 976A Stevenson T. A. residence, Stanley. 749 Tippet F. H. residence, Wright. A. W. MACKIN, Local Manager.

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 St. John. R. H. WESTON, Manager. Telephone 204A. 1217

Star Line Steamship Co. ONE OF THE MAIL STEAMERS "Victoria" or "Maestic" will leave St. John (North End) every morning (Sunday excepted) at 8.30 o'clock, for Fredericton and intermediate landings; and will leave Fredericton for St. John every morning (Sunday excepted) at 8.30 o'clock, due at St. John at 3.30 p. m. Freight received daily to 6 p. m. R. S. ORCHARD, Manager.

Belleisle Bay. Steamer "Springfield" will leave St. John for head of Belleisle and intermediate points every Tuesday, Thursday and Saturday at 11 a. m. Returning leave Belleisle on Monday, Wednesday and Friday at 7 a. m. B. E. WARING, Manager. Phone 611A.

THE STEAMER Maggie Miller

Will leave Millidgeville for Summersville, Kernabecsis Island and Bayswater, daily, (except Saturday and Sunday) at 9, a.m., 3.30 and 5.30 p.m.

Returning from Bayswater at 7 10, a.m.; and 4.15 p.m. Saturday leaves Millidgeville at 6.45, and 9, a.m., and 3.30, 4.30, and 6, p.m.

Returning at 6, 7.30, 10, and 10, a.m., and 6.45 p.m. Sunday leaves Millidgeville at 9, and 10.30, a.m., 2.30, and 5.15 p.m.

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RAILROADS. INTERCOLONIAL RAILWAY. On and after SUNDAY, July 3, 1904, trains will run daily (Sunday excepted) as follows:

Table with 2 columns: Train Name, Time. TRAINS LEAVE ST. JOHN. No. 2-Express for Halifax and Campbellton... 7.00. No. 6-Mixed train to Moncton... 7.00. No. 4-Express for Point du Chene, Quebec and Montreal... 11.10. No. 26-Express for Point du Chene, Halifax and Pictou... 11.45. No. 136-Subj. from Hampton... 13.15. No. 8-Express for Sussex... 17.15. No. 138-Subj. from Hampton... 18.15. No. 134-Express for Quebec and Montreal... 19.00. No. 10-Express for Halifax and Sydney... 23.25.

Table with 2 columns: Train Name, Time. TRAINS ARRIVE AT ST. JOHN. No. 9-Express from Halifax and Sydney... 6.25. No. 135-Subj. from Hampton... 7.45. No. 7-Express from Sussex... 9.00. No. 138-Express from Montreal... 12.50. No. 5-Mixed from Moncton... 13.10. No. 137-Subj. from Hampton... 15.30. No. 3-Express from Point du Chene... 17.05. No. 25-Express from Halifax Pictou and Campbellton... 17.15. No. 1-Express from Halifax and Moncton... 18.45. No. 31-Express from Moncton (Sunday only)... 1.35. All other trains by Atlantic Standard Time: 24.00 o'clock is midnight.

CITY TICKET OFFICE. 7 King Street, St. John (N. B.) Telephone 1116. GEO. CARVILLE, C. T. A.

Passenger Train Service, St. John, June 13, '04. Trains Daily except Sunday, unless otherwise stated.

DEPARTURES. 6.45 A. M. DAY EXPRESS-For Bangor, Portland and Boston, connecting for Fredericton, St. Andrews, St. Stephen, Houlton, Woodville and Point du Chene. FULLMAN PARLOR CAR, St. John to Boston.

9.25 A. M. SUBURBAN EXPRESS-For Welsford and Intermediate Points. 1.10 P. M. SUBURBAN EXPRESS-For Welsford and Intermediate Points. 5.05 P. M. SUBURBAN EXPRESS-For Welsford and Intermediate Points. 5.35 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 STEEPER and FIRST and SECOND CLASS COACHES, to Montreal. C. B. DINING CAR, ST. JOHN to MATTAWAMKEAG. 5.50 P. M. BOSTON EXPRESS-Pullman Steepers, First and Second Class Coaches 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 3rd, 1904. C. B. FOSTER, District Pass. Agent, St. John, N. B.

CANADIAN PACIFIC MONTREAL

Is the Commercial Capital of Canada, a City of over 320,000