

## A SIGN OF THE TIMES.

Fort William Con-  
gested by Growth  
of the West.

### FENCING WIRE

Throws Sidelight on De-  
velopment of the Great  
Wheat Country and the  
Consequent Prosperity  
of the Farmer.

Fort William, Nov. 24.—Miles upon miles, tons upon tons of barbed wire are now stored in the sheds at Fort William and stacked under huge tarpaulins in every available corner of the yards. It has all come in by water from Cleveland, and is consigned to various wholesale merchants in Winnipeg. Never in the history of the Canadian Pacific railway has such a quantity of barbed wire been handled at this lake terminal, and the heads of the freight department here are right up against the problem of taking care of the mountains of spools of the jagged stuff which are filling up every corner of the steel docks, the warehouses and the yards. In former years it was considered a good year's business in the barbed wire line if 2,000 or 2,500 tons were delivered here by boat from Cleveland, but the present rush has eclipsed all records, and there are now in sight no less than 12,000 tons of the barbed fencing material, all destined to be used on the Western prairies. The mere recital of the number of tons can give but little idea of what such shipments mean. In one pile are stacked up 125,000 spools of wire, while the whole lot received this fall will, when stretched at length, total 75,000 miles, or enough barbed wire to girdle the earth at the equator three times, and still leave a little loop of a few hundreds of miles for a hand hold to pull it by. The wire is consigned to various firms, and from various firms, each shipment having some distinctive mark, a dash of yellow paint, or a red cross, or a blue circle, or, perhaps, a green diamond, marks which in the course of the voyage and the handling have become so obliterated that it is somewhat difficult to distinguish them in every case, making the handling of this huge pile of wire a still more nerve-racking task for the already overworked officials of the freight department. It is little wonder that the position of authority over the freight business of the railway company here brings nervous prostration and brain fog to all but those who are adapted by nature to have wrestling up on all sides of them, and yet keep free from worry. These immense shipments of fencing wire throw a vivid sidelight upon the development of the Northwest. When the lands of the West were cheap and could be got for two or three dollars an acre, the cost of fencing seemed to the settler disproportionately large, and he postponed the expense for as long a period as possible, but when he is well enough to do to purchase lands which now cost ten to fifteen dollars per acre, the extra cost for the fencing is only a small addition to the price of the land, and it is done as soon as the land comes into the new settler's possession. This shows how much more wealthy is the present class of pioneer than those who came out and took up homesteads twenty years ago, to whom the price of fencing only a few acres was a serious item to be considered well before the money was spent. Moreover, this shipment shows what confidence the business men of the West have in the rapid development of their land, for the amount of wire now in store here would fence a half of a million quarter-sections of prairie land, each of which would support a family of five, so that this enormous amount would, if used for 160-acre farms, with two strands of barbed wire round each, be ample for the needs of a population of Western farmers, totalling with their families a million and a half persons. And as all this wire is still in the spool, and destined for use in the future, it may be presupposed that a certain level-headed business man of Winnipeg expects that the coming year will bring in immigration far in excess of that of any previous season.

### Catarrh, Pneumonia, Consumption

Death's fateful trinity they are often called. Catarrh is the first stage, pneumonia often follows, and consumption finally exacts the full penalty. This can all be averted by using healing, balsamic Catarrhoxone, an antiseptic that penetrates the remotest air cells of the lungs. Catarrhoxone reaches the entire mucous surface of the throat and breathing apparatus; it carries health wherever it goes, brings instant relief and is absolutely certain to cure. Don't delay, get Catarrhoxone today. It means health, certain cure. Two months' treatment \$1.00, trial size 25c. Catarrhoxone is guaranteed.

### RAILWAY DEAL.

New York, Nov. 23.—A syndicate has purchased from the Detroit United Railway Company \$8,200,000 of its first consolidated mortgage 4 1/2 per cent. 30 year gold bonds due January 1, 1932. These bonds are a part of an issue of \$25,000,000 which will eventually be a first mortgage on the entire property.

The sale of these bonds is made for the purpose of refunding \$6,585,000 Detroit Citizens' Street Railway, first consolidated mortgage five per cent gold bonds, falling due July 1, 1905, and to liquidate the floating debt.

## THE MERRY SHRINERS.

How Bangor Nobles  
Are Bidden To A  
Feast.

(Bangor News.)

Bangor members of the Mystic Shrine have received their notices of the next meeting of the Kora Temple which occurs December 8. This is the way it tells about it: "Come out of your trance! Baseball season has gone! Election is over! The football season is done! And the hunting is about to close! How was your luck? Don't care to say! What did your game cost? Never mind! Here is your chance! Let us all go hunting once more for a nice, large, small, handsome, homely fat, lean, good-natured, ugly sort of a chap and have him send in his petition to the shrine. It costs him but thirty dollars, and in exchange he gets his money's 'Worth,' and you get—Well! No one was ever heard to complain of what he got. We are about to open a contest to find if possible where one can get more for two dollars a year than in the shrine. "Our Temple is about to convene in annual session. Thursday, Dec. 8th, is the date. Three-thirty p. m. by the clock is the hour. "In years past the annual session has not been attended as largely as was consistent with the good of the order. Nobles should attend if but one session a year, the annual session, and in order that there may be a large representation of the Nobles at this session it is to be made especially attractive—a sort of continual performance from the start at 3:30 to midnight, and beyond. The regular business of the session will start promptly on time, and in as quick succession as prompt and official duty by your officers will allow, will follow. "Report of officers. "Reports of Atlantic City pilgrimage. "Annual address of Ill. Potentate. "Receiving and balloting on petitions, which accompanied by the full fee should be in the recorder's hands not later than noon. "Election and installation of officers for 1905 will take place at 6 o'clock, and "Here is where we eat! "Traditional banquet promptly at 7 o'clock. After which will follow the Grand Ceremonials with torchlight processions, bands playing, magnificent illuminations, fascinating delusions, some snares, and much merriment. "A word to candidates—from one who has been there. "Imagine you are having your photograph taken and you'll get an impression—Somehow. "Ask no questions. You'll find out enough before you start for home. "If you're too old to enjoy what you get, think of what you missed by not getting in earlier. "Don't holler 'Sick 'em,' it is not good grammar, besides you may be 'it' yourself. "You can change your mind any time during the Ceremonial; it will make no difference to the patrol. "Don't believe everything you see. At the finish you may think you were indulging in a pipe dream. "Don't be impatient. Everything comes to the man who waits. Your time is coming. "Don't holler 'ouch,' for in Arabic this means enough, and you may not get your money's worth. "Don't finish mulish. There will be a substitute for you in that respect."

### A CURIOUS CRAFT.

An 18-Foot Boat Crosses the Atlantic Ocean to St. John's.

(St. John's Nfld. Herald.)

Yesterday afternoon Jacob Chafe and his two skiff-mates, while on the fishing grounds off Petty Harbor in their smack, saw a strange fabric drifting down on them. They approached and found it to be an egg-shaped lifeboat, the Urad, Capt. Brude, with three other men, besides him, on board. They had accomplished the amazing feat of crossing the Atlantic in her, and were making for St. John's to refit, having lost sails and mast and their water running short. But the weather was adverse to get in here, so they made for Petty Harbor and Chafe and his comrades towed her into that haven. Capt. Brude then came on to town to see Consul Prowse, who kindly sent him to the Herald office this morning to give his story in detail. It is to the following effect: A substantial prize having been offered for the best lifeboat exhibited at the St. Louis Exposition, Capt. Brude designed and built this one, to compete for the money. She is a novel structure, an egg-shaped craft 18 feet long, by 8 feet wide, with a hatch amidships giving access to her interior where 40 people can be stowed. Her hull is of steel, 2 1/2 inch, and her tonnage is 4 tons, one-eight of an inch thick, and having ample air chambers, is practically unsinkable. Her hatches screw down tight and she floats like a cork in a sea. She left Aalesund, Norway, on August 7th, for St. John's, and New York, intending to continue on by rail to St. Louis. She has been three months and nine days at sea, meeting very stormy weather, and losing her mast and sails. Her provisions are yet ample, and her crew in good health. But she planned to call here to refit and revictual. Capt. Brude hired a tug here today to go for her and tow her to port, tonight. After refitting, she will resume the voyage to New York, but the St. Louis Fair ends on November 30, so it is doubtful if she can reach there in time to enter the competition, unless it is kept open expressly.

### CONSIDER THE QUANTITY.

There is an advantage in buying "SWISS FOOD" because of the much larger package you get. You gain on quantity as well as quality.



Miss Alice Bailey, of Atlanta, Ga., tells how she was permanently cured of inflammation of the ovaries, and escaped the surgeon's knife, by the use of Lydia E. Pinkham's Vegetable Compound.

The universal indications of the approach of woman's great enemy, inflammation and disease of the ovaries, are a dull throbbing pain, accompanied by a sense of tenderness and heat low down in the side, with occasional shooting pains. On examination it may be found that the region of pain will show some swelling. This is the first stage of inflammation of the ovaries. "DEAR MRS. PINKHAM:—I wish to express my gratitude for the restored health and happiness Lydia E. Pinkham's Vegetable Compound has brought into my life. "I had suffered for three years with terrible pains at the time of menstruation, and did not know what the trouble was until the doctor pronounced it inflammation of the ovaries, and proposed an operation. "I felt so weak and sick that I felt sure that I could not survive the ordeal, and so I told him that I would not undergo it. The following week I read an advertisement in the paper of your Vegetable Compound in such an emergency, and so I decided to try it. Great was my joy to find that I actually improved after taking two bottles, so I kept taking it for ten weeks, and at the end of that time I was cured. I had gained eighteen pounds and was in excellent health, and am now. "You surely deserve great success, and you have my very best wishes."—Miss ALICE BAILEY, 50 North Boulevard, Atlanta, Ga.

Another woman saved from a surgical operation by Lydia E. Pinkham's Vegetable Compound. Read what she says:—

"DEAR MRS. PINKHAM:—I cannot thank you enough for what your Vegetable Compound has done for me. If it had not been for your medicine, I think I would have died. "I will tell you how I suffered. I could hardly walk, was unable to sleep or eat. Menstruation was irregular. At last I had to stay in my bed, and flowed so badly that they sent for a doctor, who said I had inflammation of the ovaries, and must go through an operation, as no medicine could help me, but I could not do that. "I received a little book of yours, and after reading it, I concluded to try Lydia E. Pinkham's Vegetable Compound, and I am now a well woman. I shall praise your medicine as long as I live, and also recommend the same to anyone suffering as I was."—Mrs. MINNIE OTTOSON, Ohio, Iowa. "All sick women would be wise if they would take Lydia E. Pinkham's Vegetable Compound and be well."

## THE CASE IS MUCH MIXED.

Complications in the Adams Case in which St. John Man Figures.

Bangor, Nov. 24.—Mrs. Almada Adams, who left Bangor last Thursday for Portland, there to contest the marriage of her alleged husband, John W. Murry, formerly of St. John, to Mrs. Sarah A. Kemp, is creating a great deal of talk. On Wednesday afternoon, in a highly dramatic scene, Mrs. Adams confronted the man Murry and claimed him as the husband who had deserted her. Murry was cool, collected and smiling. He insisted over and over again that Mrs. Adams was mistaken, that it was a case of mistaken identity, and that some one else must be her husband. He said that he saw her on the street last Saturday, but denied being with her. He expressly denied that he went with her to a boarding house, where he was introduced as her husband; that he called twice next day, and finally that he left a Maine Central mileage book there for her.

He denied ever having been married, and said that the story told by Mrs. Adams was incorrect in every respect. He met her he said, in Portland last winter at the house of Mrs. Markee.

Mrs. Adams asked to be allowed to ask questions and was given permission to do so. She rose and faced Murry, who sat on the other side of the table. "Do you deny that I am your wife?" she said. "I do," he replied. She asked him many questions, to all of which he replied "No." He positively denied that he has a family in Bangor, or that he married her in Houlton.

Mrs. Sadie Gammon identified Murry as the man Mrs. Adams introduced as her husband, and Percy J. Diggs said that he saw him at Mrs. Gammon's boarding house Saturday night, and that Sunday Murry called again and asked him to see that he put a Maine Central mileage book in the garage of Mrs. Adams.

Mrs. Adams admitted that she received while in Portland last winter a letter from a man in this city, extracts from which were read by Justice Connolly. The writer said: "You have changed my life." The letter ended, "Your wronged and loving friend." Mrs. Adams said that the writer had helped her, but denied that she ever cared for him.

## THE RIO REVOLT.

Rio Janeiro, Nov. 23.—General Rivauro, who was wounded during the revolt of the cadets of the military school, died yesterday evening as the result of the amputation of a leg. According to an official statement, 44 persons were killed during the disturbances last week.

Charles Carroll, a justice of the peace of Houlton, married Murray Adams and Almada M. Baker, April 3, 1890, and it was recorded by Michael M. Clark, town clerk, according to the records of Houlton.

The case was further complicated today by the denial of Mrs. Adams that she called about five years ago to a Judge Carroll at Houlton in regard to a possible divorce from Adams. She said that she never returned to Houlton after leaving it. "There seems to be another Mrs. Adams somewhere," said Justice Connolly.

Another World's Fair. Norfolk, V., Nov. 23.—Engineers today began the first work on the site of the Jamestown Exposition, which will be held here in 1907, to commemorate the tercentenary of the first permanent Anglo-Saxon settlement on the western hemisphere, made at Jamestown island in 1607.

## MANHATTAN STOCK.

New York, Nov. 23.—The directors of the Interborough Rapid Transit Company announced this afternoon that henceforth they will pay to holders of Manhattan stock the 7 per cent annual dividend rental guarantee after next year by the lease, which has been paid contingent upon the earnings of the elevated road.

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Minudie Coal,  
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ST. JOHN FIRE ALARM.  
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3 No. 3 Engine House, Union St.  
4 Cor. Sewell and Garden Sts.  
5 Cor. Mill and Union Sts.  
6 Market Square, Aker Light Store.  
7 Mechanics' Institute, Carleton St.  
8 Cor. Mill and Pond Sts.  
9 Foot of Union St. (east).  
12 Watkinson St. opposite Peters St.  
13 Cor. St. Patrick and Union Sts.  
14 Cor. Brussels and Richmond Sts.  
15 Russells St. near old Everitt Foundry.  
16 Cor. Brussels and Hanover Sts.  
17 Cor. Brunswick and Erie Sts.  
18 Cor. Union and Carmanthorpe Sts.  
19 Cor. Courtenay and St. David's Sts.  
21 Waterloo, opposite Golding St.  
23 Cor. Germain and King Sts.  
23 (Private) Manchester, Robertson & Allison.  
24 Cor. Princess and Charlotte Sts.  
25 No. 1 Engine House, Charlotte St.  
26 City Hall, Princess and Prince William Sts.  
27 Breeze's Cor. King Square.  
28 Cor. Duke and Prince Wm. Sts.  
31 Cor. King and Pitt Sts.  
32 Cor. Duke and Sydney Sts.  
34 Cor. Wentworth and Princess Sts.  
35 Cor. Queen and Carmanthorpe Sts.  
36 Cor. Queen and Carmanthorpe Sts.  
37 Cor. St. James and Sydney Sts.  
38 Carmanthorpe St., between Orange and Duke.  
41 Cor. St. James and Prince William Sts.  
42 Pitt and Duke Sts.  
43 Cor. Broad and Carmanthorpe Sts.  
45 Cor. Britannia and Charlotte Sts.  
46 Pitt and St. James Sts.  
47 Foot Sydney St.  
48 Cor. Sheffield and Pitt Sts.  
51 Head Millage St. near Flaming's Foundry.  
53 Exmouth St.  
61 City Hospital.  
62 York Cotton Mill Courtney Bay.

NORTH END.  
121 Bridge St. near Stetson's mill.  
122 Cor. Main and Bridge Sts.  
123 Street Railway car sheds.  
124 Cor. Adelaide Road and Peel St.  
125 Cor. Main and St. John St.  
126 Douglas avenue, opp. Hon. James Holly's.  
127 Douglas avenue near Bentley St.  
128 Cor. Elgin and Victoria Sts.  
129 Cor. Hamilton's mill Strait Shore.  
130 Rolling Mills, Strait Shore.  
131 Cor. Sheriff St. and Strait Shore Road.  
142 Cor. Portland and Camden Sts.  
143 Cor. St. John and Main St.  
144 Head Long Wharf, Main St.  
154 Paradise Row, opp. Mission Chapel.  
155 Lancaster and St. James Sts.  
157 Sand Point Wharf.  
232 Wright Street.  
233 Head Millage St. Fort Howe.  
234 Cor. Barker and Somerset Streets, Fort Howe.  
235 Cor. City Road and Gilbert's Lane.  
421 Marsh Road.

WEST END.  
112 Engine House, King St.  
113 Leclerc 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 C. P. A. sheds, Sand Point.

## STEAMERS. THE STEAMER Maggie Miller

Will leave Millidgeville for Summer-ville Kennebecasis Island and Bayswater, daily, (except Saturday and Sunday) at 9, a. m., 3.33 and 5.00 p. m.  
Returning from Bayswater at 7.10, a. m.; and 4.15 p. m.  
Saturday leaves Millidgeville at 7.15 and 9, a. m.; and 3.30, and 5 p. m.  
Returning at 6.30, 8, and 10, a. m. and 4.15, and 5.45 p. m.  
Sunday leaves Millidgeville at 9, and 10.30, a. m., and 6 p. m.  
Returning at 9.45, a. m., and 5 p. m.  
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## HOTELS.

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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.  
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Special attention given to summer tourists.  
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Arrives from Canning, N. S., Monday evening, Oct. 24th., with a consignment of Choice Gravenstein Apples.  
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## 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 to Moncton ..... 6.30  
No. 4—Mixed, for Moncton and Point du Chene ..... 13.15  
No. 26—Express for Point du Chene ..... 13.15  
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 ..... 6.30  
No. 7—Express from Sussex ..... 9.00  
No. 133—Express from Montreal and Quebec ..... 13.50  
No. 5—Mixed train from Moncton ..... 13.50  
No. 25—Express from Halifax, Point 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.  
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Leave Halifax 8.15 a. m., Daily, except Sunday.  
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From Liverpool. From St. John, N. B.  
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Dec. 18—LAKE MANITOBA Dec. 31  
Dec. 27—LAKE CHAMPLAIN Jan. 14  
Jan. 10—LAKE ERIE Jan. 23  
FIRST CABIN. — To Liverpool, \$47.50 and \$50 and upward, according to steamer.  
Round Trip Tickets at Reduced Rates.  
SECOND CABIN. — To Liverpool, \$30; 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. Montrose, Nov. 29. Second Cabin Only.  
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