

## NEW YORK CENTRAL'S ELECTRIC LOCOMOTIVE.

The formal trial of the first third rail electric locomotive of the New York Central took place near Schenectady Nov. 12. The trials included a race with the Fast Mail which left Schenectady shortly after 12 o'clock in which the electric locomotive forged ahead and would have left the steam train far behind if the motor-man had not been obliged to stop at the end of the six mile third rail section. At this time the electric locomotive was hauling a train of four Pullmans, one buffet car and two private cars, having an aggregate weight of 383.5 tons. The weight of the locomotive is 95 tons, so that the total train weight was 478.5 tons.

The locomotive processes four driving axles, on each of which is mounted, without intermediate gearing, the armature of an electric motor having a normal rating of 550 horse power. The total rated capacity of the locomotive is 2,200 horse power, although for short periods a considerably greater power may be developed, making it more powerful than the largest steam locomotive in existence. It is equipped with the Sprague-General Electric multiple unit system of control, so that if desired, two or more locomotives can be coupled together and operated from the leading cab as a single unit. A single electric locomotive will be able to maintain the schedule of from 60 to 65 m. h. p. with a four hundred and fifty ton train, and two locomotives will be coupled together for heavier trains, some of which in the New York Central service reach 875 tons in weight.

The chief wear on a steam railway track comes from the impossibility of properly balancing the reciprocating motion of connecting and driving rods. This factor of wear, will, of course, be entirely absent from the electric locomotive. It is thought, therefore, that the reduction in upkeep of the permanent way, due to the absence of pounding from the unbalanced reciprocating parts, and also from the intermittent torque, will approximate 20 to 30 per cent.

The total weight of the locomotive is 95 tons, of which 69 tons are carried on the four pairs of drivers. This is a very much larger percentage than in the steam locomotives of the company, the heaviest of which, including tender, 150 tons, of which 47 tons are on the two pairs of drivers. In other words, there is over 25 per cent, greater weight available for traction than on the largest locomotive in the New York Central service, with 37 per cent. less dead weight and with 28 per cent. less weight on each axle.

These locomotives are not designed for abnormally high speed at intervals but to obtain a high average schedule, due to their ability to accelerate more rapidly than steam locomotives.

Throughout both the starting and running tests the electric locomotive shows its remarkable steadiness in running, a distinct contrast in this respect to the steam locomotive, especially should the latter be forced to perform the work here accomplished by the electric locomotive.

## AMERICAN AT MAY BE THE HEAD.

Philadelphia Hears that L. F. Loree Will Superintend the G. T. Pacific.

Philadelphia, Nov. 30.—Lorenz F. Loree, formerly president of the Rock Island system, is to be at the head of the Grand Trunk Pacific Railway Company a statement to this effect was made to a Public Ledger reporter yesterday by one of Mr. Loree's intimate friends in this city when it became known that Speyer Brothers, of New York and London, have virtually completed plans to finance this big railroad system. Negotiations, it was learned, have been going on in London for some time, and only a few details remain to be settled.

The extension of the Grand Trunk system to the Pacific coast is the big undertaking in railroad building now on foot in the northern part of the American continent. When completed, it will be the most northerly railroad from the Atlantic to the Pacific, and will involve some of the greatest engineering plans ever attempted in railroad construction. It will open vast areas of fertile land, which will add millions of bushels of grain to the Canadian crops. It will also be the shortest route from England to Asia by way of ports that are open all the year round.

Mr. Loree's visit to Europe is for the purpose of meeting the English capitalists who are behind the Grand Trunk Pacific road. It is now said that his recent visit here was for the purpose of getting letters of introduction from Presidents Cassatt and Baer, both of whom are held in Europe to be railroad executives of excellent judgment. The English promoters wanted an American railroad man of experience and ability, and upon the recommendation, it is said, of Speyer Brothers and many others, Mr. Loree was selected. Just what his title will be has not been given out; but, it is said, it will probably be first vice president and general manager, the presidency probably being held in England as it is now.

In active control of the railroad construction Mr. Loree's friends here say, will have an opportunity of proving himself the great railroad man they believe him to be. In charge of a transcontinental railroad, Mr. Loree will receive a salary greater than that given him as head of the Rock Island system. Being a civil engineer, he will personally superintend the road's construction. It is now said that he will remain in Europe until all arrangements have been completed for building the road, and that on his return he will make his headquarters in Winnipeg.

## A HEAVY SENTENCE.

Chicago Boy Gets Life Imprisonment For Robbery.

Chicago, Nov. 30.—Orrin Cox, 17 years old, has been sentenced to life imprisonment on a charge of robbery. The severe penalty was inflicted because Cox, when committing the crime was armed with a loaded revolver. The crime for which he was convicted was committed Sept. 18. Cox and two companions entered a Chicago restaurant. Revolvers were displayed and the customers robbed under threats of death. The youthful criminals secured \$110 and made their escape, but Cox was arrested soon afterward.

ALL NEWSPAPER ADVERTISING DOES.

Newspaper advertising is to induce a trial. "SWISS FOOD" asks no more. It's the best breakfast cereal. P. McIntosh & Son, Millers, Toronto.

Mrs. Gusher—I just met Mrs. Curley. Do you know, she's very poetical? She is devoted to Browning. Mrs. Turt—I should say, from the color of her hair, she was more devoted to Blake.

## WHAT VIN MARIANI

# IS

A multitude of so-called "Cocoa Wines" are yearly dished out on this market which are nothing else than a simple admixture of cocaine with ordinary wine.

VIN MARIANI, the world renowned tonic, is a preparation of an agreeable and wholesome French wine, especially selected because of its peculiar distinctive qualities and ERYTHROXYLON GOCA, the medicinal qualities of which are well known to the medical profession.

BEWARE of cheap alcoholic stimulants sold as tonics, as they often contain deleterious ingredients which will harm your health.

ALL DRUGGISTS—EVERYWHERE.

## LUMBERMEN AND MINERS.

Protestants and Catholics Unite to Provide Them With Reading Camps.

(Montreal Witness.)

Alfred Fitzpatrick, of Toronto, general secretary of the Canadian Reading Camp Association, is in the city in the interest of his work. Mr. Fitzpatrick is a minister of the Presbyterian Church, who, being convinced that the ordinary methods of the Church did not meet the needs of the men in the frontier lumbering, mining and railway construction camps, began working along independent lines. His idea is that where Roman Catholics and Protestants are housed together in isolated localities, denomination work is impracticable, and that efforts to help these men should be of a broadly educational character. Not a few clergymen and others are opposed to this view, but Mr. Fitzpatrick has succeeded in securing the co-operation of churches, individuals, employers and corporations holding widely different views. The Presbyterian and Methodist Home Mission Committees contribute, and the Roman Catholic Bishop of Algoma, Bishop O'Connor, of Peterborough, not only handed the treasurer his cheque for fifty dollars, but sent a priest to represent him on a deputation asking the Ontario Government to provide educational facilities for the shantymen, miner and navy doing the pioneer work of the country. The result is that the Ontario Department of Education has initiated a system of camp travelling libraries, publishes the report of the Association, and gives an increasing cash grant for the extension of the work from year to year. A similar deputation interviewed the Manitoba Government, and the minister of Education accepted the deputation of his entire sympathy and that he would take it up at the earliest moment practicable. British Columbia already has a system of travelling libraries for mining camps and rural districts, and New Brunswick will consider the matter in the near future.

The object of the Reading Camp Association is to experiment at enough camps to demonstrate the practicability of what may be called camp education extension and to bring all the pressure possible to bear on the various provincial work of this kind a phase of their public education systems.

The chief feature of the work is a separate building at the camp to serve the purpose of reading, entertainment, instruction and public worship. A duty qualified teacher is placed in charge of each reading camp. Protestants and Roman Catholics alike are engaged as instructors. Their duties are to keep the reading camps in order and give instruction of an elementary character in as unconventional a manner as possible. Clergymen of all denominations who chance to visit the camps are entitled to the use of these buildings. This is the only sense in which the work may be said to be religious.

That a separate building is needed other than that in which men of all nationalities and creeds are crowded in the ordinary sleep-camp or bunkhouse, no one will deny; and that building when only one is possible should be neither an Orange hall or Protestant church on the one hand, or a separate school or cathedral on the other, the majority of sane Roman Catholics and Protestants will admit.

The Reading Camp Association is composed of representative employers of labor. The object in view is a most worthy one, and the work deserves the hearty assistance of every lover of his country.

Mr. Fitzpatrick will be a guest at the Windsor Hotel for a few days and will be glad to meet all who may wish to contribute to the work.

## TROOPS WILL LEAVE EGYPT.

British Government to Withdraw Army of Occupation—Native Soldiers in Possession.

London, Nov. 30.—It has been decided by the Government that the army of occupation shall be practically withdrawn from Egypt. The native army will be left in possession, and a new police force will be created.

The command of the British force in Egypt now held by Major-General J. E. Slade will be abolished, and a minor officer will act as military commandant over a British garrison at Cairo.

For a year this garrison will consist of a field battery, a mountain battery and two battalions. There will be a further reduction subsequently.

The new police force, which is to be called the Egyptian Military Mounted Police, will consist of the present of about 100 men, half of whom sail in the Dunera from Southampton on Friday. The force will be under the command of Captain C. Burroughs of the Dublin District staff.

The withdrawal of British troops is approved by Lord Cromer, Lord Kitchener, and the finance authorities.

Egypt pays £87,000 a year for the loan of British troops, a sum which will now be greatly reduced. It will be remembered that Great Britain gave a pledge to withdraw the troops as soon as the country could take care of itself.

The Egyptian army which is in an efficient state, will remain as it is at present constituted, with British officers in command, and under the orders of a British Sirdar.

Nine years ago the army was 12,000 strong. Today, it numbers over 18,000 men.

## Try to Prevent Lung Trouble

It's the dry sputum floating around in the air that gets into your lungs and causes consumption. A sure preventive is fragrant healing Catarrhose, which is inhaled right into the lungs, kills every germ, heals the sore membranes and cures thoroughly every type of catarrh, bronchitis, asthma and lung trouble. "I caught a severe cold which developed into catarrh and finally settled on my lungs," writes Mr. A. Northrop of London. "Catarrhose relieved quickly and cured me. I recommend Catarrhose highly." Two months' treatment \$1.00; trial size 25c.

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3 No. 3 Engine House, Union St.  
4 Cor. Sewall and Union Sts.  
5 Cor. Mill and Union Sts.  
6 Market Square, Auer Light Store.  
7 Mechanics' Institute, Carleton St.  
8 Cor. Mill and Pond Sts.  
9 Foot of Union St. (east).  
12 Waterloo St. opposite Peters St.  
13 Cor. St. Patrick and Union Sts.  
14 Cor. Brussels and Richmond Sts.  
15 Brussels St. near old Everitt Foundry.  
16 Cor. Brussels and Hanover Sts.  
17 Cor. Brunswick and Erie Sts.  
18 Cor. Union and Carmarthen Sts.  
19 Cor. Courtenay and St. David's Sts.  
21 Waterloo, opposite Golding St.  
23 Cor. Gormann and King Sts.  
25 (Private) Manchester, Robertson & Allison.  
24 Cor. Princess and Charlotte Sts.  
26 No. 1 Engine House, Charlotte St.  
26 City Hall, Princess and Prince William Sts.  
27 Breezy Cor. King Square.  
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34 Cor. Wentworth and Princess Sts.  
35 Cor. Queen and Gormann Sts.  
36 Cor. Queen and Carmarthen Sts.  
37 Cor. St. James and Sydney Sts.  
38 Carmarthen St., between Orange and Duke Sts.  
41 Cor. St. James and Prince William Sts.  
42 Cor. Pitt and Duke Sts.  
43 Cor. Broad and Carmarthen Sts.  
45 Cor. Brittain and Charlotte Sts.  
46 Cor. Pitt and St. James Sts.  
47 Cor. Sydney and Winter Sts.  
48 Cor. Sheffield and Pitt Sts.  
51 City Road, near Skating Rink.  
52 Pond St. near Fleming'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 Engine House, No. 5 Main St.  
126 Douglas avenue, opp. Hon. James Holly's.  
127 Douglas avenue near Bentley St.  
131 Cor. Elgin and Victoria Sts.  
132 Cor. Hamilton's mill Strait Shore.  
133 Rolling Mills, Strait Shore.  
136 Cor. Sheriff St. and Strait Shore.  
142 Cor. Portland and Camden Sts.  
143 Police Station, Main St.  
145 Henry Long Wharf, Main St.  
154 Paradise Row, opp. Mission Chapel.  
281 Engine House No. 4, City Road.  
282 St. John and Winter Sts.  
283 Wright Street.  
312 Head Millidge St. Fort Howe.  
321 Cor. Barker and Somerset Streets.  
322 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.  
120 St. John and Winter Sts.  
213 Watson and Winslow Sts.  
214 O. P. B. sheds, Sand Point.

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### 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.  
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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 and Point du Chene ..... 6.30  
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 Sussex ..... 9.00  
No. 133—Express from Montreal and Quebec ..... 13.50  
No. 25—Mixed from Moncton ..... 15.20  
No. 23—Express from Halifax, Pictou, Point du Chene and Campbellton ..... 17.40  
No. 81—Express from Moncton (Sunday only) ..... 18.40  
All trains run by Atlantic Standard Time. 24.00 o'clock is midnight. Sunday, 10.00 o'clock is midnight.

General Manager.  
Moncton, N. B., Nov. 18, 1904.  
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### CANADIAN PACIFIC

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From Liverpool. From St. John, N. B.  
Nov. 15—LAKE CHAMPLAIN Dec. 3  
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Dec. 13—LAKE MANITOBA Dec. 31  
Jan. 27—LAKE CHAMPLAIN Jan. 14  
Jan. 10—LAKE ERIE Jan. 28  
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 points at equally low rates.  
ST. JOHN TO LONDON.  
S.S. Montrose, Nov. 29. Second Cabin Only.  
S.S. Lake Michigan, Dec. 20. Third Class Only.  
Rates same as via Liverpool.  
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