

ANOTHER AIRSHIP.
Benbow Balloon Demonstrates Its Dirigibility--
Collapsing Wing system
Pleases Aeronauts--
An Aerial Fleet.

St. Louis, Nov. 8.—The trial trip on Thursday at the World's fair by the airship Meteor, invented and built by T. C. Benbow, of Columbus, Montana, with the collaboration of H. J. Wells, of the same place, demonstrated the dirigibility of the machine. Mr. Benbow propelled it in various directions and at different angles, raising and lowering it in the air several times, and finally returning to the place of starting.

The Benbow dirigible balloon is constructed on entirely different principles from the Baldwin, which had made such a brilliantly successful flight on Oct. 25th. It is also much larger, the cigar-shaped bag being seventy-four feet long, and 21½ feet in diameter, with a capacity of 14,000 cubic feet, and carrying a weight of 900 pounds. Directly beneath the central line of the gas-bag, and attached to its cords, is a horizontal spar, about two-thirds as long as itself, made of steel with the exception of a short prolongation of bamboo aft to which the rudder-post is attached. From this rod is suspended the car proper, which is a framework of aluminum sustained by steel rods and further strengthened with braces of piano-wire. The car, which is prolonged fore and aft into long beams similar to and parallel with the main spar, is divided into two compartments, the forward one containing a ten-horse power Hercules gasoline engine, and the other the rectangular wicker basket in which the aeronaut stands. The gasoline tank is in front of the basket and is connected with the carburetor and engine by means of pipes running beneath the basket. The engine is kept cool by an ordinary electric-fan wheel attached immediately in front of it.

The propelling apparatus is geared to the engine by a broad leather belt, consists of two wheels, one on each side of the car, and at the exact center of gravity, of the whole apparatus. These wheels are twelve feet in diameter, and make eighty revolutions a minute. Each is composed of four six-foot blades or wings, made of canvas stretched on bicycle tubing with piano-wire braces. The wings are collapsible, and by an ingenious mechanical device are made to close up at each revolution, remaining open just long enough to seize and grasp the air, and presenting a minimum of resistance while returning to the point of greatest efficiency. This application, to aerial navigation, of the principle governing the motions of the hummer, has been the subject of the change of position of the vanes on the feathers of birds during flight, is looked upon by Mr. Baldwin and other aeronautic experts at the Exposition as of great and unquestionable value. The operation of the wings may be modified, by means of a crank, placed conveniently to the hand, of the navigator, is such wise as to make the vessel ascend or descend in the air at will. While the vertical direction is thus controlled by causing the opening and closing of the wings to take place at different points in their revolution, the horizontal direction is governed by means of a cord attached to a rectangular rudder, eight feet by five, made of canvas stretched on a bamboo frame.

A three-pronged anchor is swung over a pulley at the bow, and is let down by means of a hundred feet of rope coiled at the side of the basket. It is considered a special merit in this form of airship that it is able to gradually rise or sink by means of the very same power required for its propulsion.

The gas-bag, as the case of the Baldwin balloons, is of Japanese silk varnished with linseed oil and provided with an automatic safety-valve that permits a little of the gas to escape whenever the apparatus pressure becomes perilously great.

The working out of the plans for this airship was begun twelve years ago, while Mr. Benbow was leading the life of a rancher on the great steppes of the Rockies, but the actual construction was not begun until May 1st, 1903. It was finished in October of the same year, and its efficiency was proved by several short experimental ascents before it was brought to St. Louis.

Flights will henceforth be made frequently by both the Benbow and the Baldwin airships, which have already proven themselves capable of navigating the highways of the air, and two other aerial craft, as different as possible both from each other and from either of the Benbows, but their trial ascents within two or three days. These are the colossal French dirigible balloon belonging to Hippolyte Francois, and the very remarkable man-power flying-machine of A. L. Reynolds, to say nothing of several man-lifting kites and aeroplanes.

Mechanics, Farmers, Sportsmen!
To heal and soften the skin and remove grease, oil and rust stains, paint and earth, etc. use The "Master Mechanic's" Tar Soap. Albert Toilet Soap Co., Mfrs.

A DELICATE HINT.
(Philadelphia Public Ledger)
Richard LeGallienne spends much of his time in New York. He affects a decidedly "fashionable" fashion in hair, which calls for a sparing use of the shears. Near his lodgings is a German barber's shop, where he frequently drops in to have his shoes polished, but never for tonsorial attention, much to the disgust of the proprietor, who is possessed of the true barber hair destroying instinct. The other day, as the poet left, after one of his usual visits, a customer heard the barber say to the boy: "See here, Fritz, do next time dot shentlemans hair. I want you to get somedings to him about dot shameless hair he got. Doan get fresh, and make some offenses—stunt hint delicate. Say, Boss, you looks like a shack-asses wid dot hair; why doan you git him cut already?"

FIEND KILLS THREE GIRLS.
His Fourth Victim
Narrowly Escaped
Death in Cincinnati.

Cincinnati, Nov. 8.—For the fourth time inside of three months a pretty girl has been felled in the shadow of the Spring Grove cemetery fence, but this time the fiend did not complete his work. Edna Clausing, 17 years old, the last victim, regained consciousness Tuesday afternoon, after lying insensible 24 hours, and her story, not told until Tuesday, leaves no doubt in the minds of police officials that the murder of May McDonald, Lulu Mueller and Alma Steinewege can only be attributed to a madman or degenerate or the most brutal and vicious type.

An all-night vigil at the cave in the woods, just outside of Spring Grove cemetery, discovered Monday and supposed to be the abode of the madman responsible for the crimes, was fruitless. The supposed madman failed to put in an appearance. But the attempt on the life of Miss Clausing in almost the same spot and at about the same time as the other three assassinations, has convinced the detectives that a normal man is not the perpetrator of the crimes.

Three young girls slain and four more murderously attacked, all within the space of a few months and without a tangible clue to the murders, is proof in itself, the police say, that only the cunning of a degenerate is directing the carnage.

Miss Clausing was attacked Friday night, about 9.30 o'clock, but her case did not come to the notice of the police until Tuesday, when the physician who attended her reported that she was waiting for a car at exactly the same spot where Alma Steinewege stood when she met her tragic fate. A man suddenly sprang out from the shadow of the cemetery fence and grabbed her about the throat. This is the last she remembers.

Dr. R. H. Whallon, in response to a hurry call, found her in a saloon near by, where she had been carried by two laborers, who found her unconscious near the cemetery fence. Her face was covered with blood and the back of her dress was literally soaked with it. The doctor found a cut three inches long, apparently made with some blunt instrument, on the back of her head. Several of her teeth had been knocked out and there were many cuts and bruises on her face.

When she regained consciousness Tuesday she was hysterical and could give no description of her assailant. In view of the other tragedies, and thinking that it might aid the police in their investigation, the physician, when he saw his patient recovering, decided to make the matter public.

Miss Ethel May Peak, Tuesday related an experience that befell her near their residence, near the cemetery, Monday evening. Mrs. Peak was walking along the road when she noticed a man dodging about among the trees, that lined the roadside. She hurried on, but the fellow followed and quickened his footsteps. She reached the gate leading to her yard, and slammed it just as the man was about to overtake her. Mrs. Peak rushed into the house and told her relatives, but the man ran down the road, and was seen no more.

The territory contiguous to the scene of the murders was searched by hundreds of men and boys, in the hope of finding the weapon with which the murder was committed. Every path leading into the thickets and roads, the canal and creek banks vacant lots and the railroad tracks as far north as Ivorydale, were thoroughly examined. The only find was a piece of a broomstick about a foot in length. It was picked up under some cedar trees in the cemetery by two men, who took it to police headquarters. The stick had been whittled and there was blood upon it.

Chris Fels, gate-keeper at the cemetery, said:
"A mysterious man carrying a club or broomstick has passed the gate of the cemetery four or five times within the past week. His peculiar actions attracted me, and I think he must be of unsound mind. The fellow would ignore the cement sidewalks and walk in the middle of the street with head down. He was a man about 5 feet 6 or 7 inches tall and weighed about 150 pounds. He wore a shabby suit."

The reward for the apprehension of the murderer of Alma Steinewege may soon be increased. The Winton Place citizens, thoroughly aroused by the crimes, are working in a quiet way to raise a reward of \$1,000 as an added incentive to the efforts of those interested in tracking down the murderer. Rev. Edmund Burdall, of the Winton Place Methodist Episcopal church, who was Alma Steinewege's pastor, is aiding the movement.

Kitty-Harry proposed last evening. Nellie—Yes?
Kitty—And I was awfully mad with him, too. He actually had the engagement ring in his pocket. Just think of it! The presumption. If I hadn't already said yes, and if the ring hadn't been a daisy, I don't believe I'd accepted him.

No Breakfast Table complete without
EPPS'S
An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. It is a valuable diet for children.

COCOA
The Most Nutritious and Economical.

DOESN'T WANT MUCH.
Portland Argus says
That Port will get
both C. P. R. and
Grand Trunk trade

(Portland Argus.)
Portland in 1920. The terminus of both the Grand Trunk Pacific and the Canadian Pacific, the latter system having at length become through the competition of its rival forced to abandon the All Canadian roundabout route and the attempt to build up St. John and Halifax. The management will find that it takes something more than provincial pride to run railroads and that cities cannot do their share toward helping out on the business they cannot expect to be helped forever to grow up and spread out and lead and incidentally to down their hated rival, Portland, Maine. United States of America. Before 1920 the hard headed men of Canada will demand that their government railroad be run on a business basis with dollar for dollar paid in and paid out, instead of running at its loss now and the government to pay the bills. By 1920 Mr. Hays' system will have developed to such an extent that the Canadian people cannot but see that railroads can be run on a business basis even through Canada's "frozen northwest" which by the way, is the finest wheat land in the world, and they will see that by landing freight at Portland instead of sending it clear around through Robin Hood's barn and the rest of them down the weary wilds of Arthabaska, Riviere De Loupe, Rimouski, Causapscal, Metepedia, Bathurst, Baribogue, Moncton and Sackville and thence on to Halifax, or shooting it across Quebec and Maine and New Brunswick to St. John. Mr. Hays is able to give rates to shippers that double discount the All Canadian patriotic line with its costliness and discomfort and they will begin to insist that Sir Thomas Shaughnessy's system shall go and do likewise.

Lord M. Stephen and Lord Strathcona and all the rest of them not excepting the industrial press agent of the Canadian Pacific system will be "hollering" for Portland as loudly as they are now hollering for the other Portland down east. One of them—the press agent—has all of the facts in his possession now to enable him to tell the truth about this city instead of doing what he has been doing for the past two years or longer.

It will be the survival of the fittest and Portland is that fittest. The only thing lacking to make us supremely happy in the outlook for the future is the lack of Canadian reciprocity. When we get that, and when some of the brilliant officials of the treasury department learn something about the bonding privilege and extend it as it ought to be extended then we can show all of them paces and can make even New York and Boston "go some" to keep up with us.

People can afford to be patriotic so long as it doesn't cost them anything. But when it does cost something they begin to figure and wonder if it wouldn't do to let up a little on their patriotism and do a little more in the pocket book way.

When a fair and true and complete statement of the cost of the Canadian Pacific railway to the people of the Dominion of Canada comes out and when the expense of the International system is added to it it is doubtful if even the most hardened Tory over the border will be willing to uphold this as against the business like proposition of the Grand Trunk people. The election in Canada the other day put the stamp of popular approval on that policy and now the beginning of the end has come. And when the fullness of time is complete in 1920, for instance, some of us who live in Portland now won't know the place.

A prominent man said yesterday, "I was opposed to the annexation of South Portland until after the election in Canada, but now I'm for it. I can see where Portland is going to grow and the growth must be on the way in part at least, and we ought to have the benefit of it instead of having it go to another city. So the triumph of Sir Wilfrid Laurier in Canada is a triumph for the annexation of South Portland so far as I am concerned at any rate."

Why Catarrah Poisons the System.
The Catarrah germs excites inflammation, offensive secretions are thrown off and pass into the circulation, contaminating the river of life and thus wreck the whole body. Every catarrah victim should use fragrant healing Catarrahzone, the surest cure for every type of catarrah yet discovered. Catarrahzone can't fail to cure because its vapor kills the germs and removes the cause of the trouble. Then it soothes and heals, stops the cough and relieves the stuffed up condition of the nose and throat. Tens of thousands have been cured by Catarrahzone which is guaranteed. Use only Catarrahzone. Complete outfit \$1.00; trial size 25c.

MARINE NOTES.
The first Royal mail steamship the Ionian leaves Liverpool tomorrow for this port via Halifax. She will be due here on the 20th.

Battle line steamer Mantinea, Captain Pye is now at Sharpness.

Bark Malwa from Bridgewater arrived at Rosario Oct. 6.

The schooner Hazel Doll struck on a reef off Dartmouth and is held there until the tide rises again. It was high tide when she struck and the tide fell before she could be cleared. The Togo went to her assistance, but it was thought best to leave the schooner where she was until high tide as to pull her off with the fallen tide might injure her. The reef is near the ferry landing.

North Sydney, Nov. 7.—Captain Collins, of the Ariel and Stipendiary Butts, of Sydney Mines, armed with the necessary search warrants, are now at Cranberry, with a view to securing the restoration of the property taken from the wreck.

Mr. Mateland—It's going to be cold tomorrow dear, you'll have a chance to wear your new fur. The glass is already down to zero.

Mrs. Mateland—Guess the furs will have to wait until it is warmer. If it should be freezing it will be just right for my openwork shirt waist and my drop stitch stockings.

AN OBJECT LESSON
In a Restaurant.
A physician puts the query: Have you never noticed in any large restaurant at lunch or dinner time the large number of hearty vigorous old men at the tables; men whose ages run from sixty to eighty years; many of them bald and all perhaps gray, but none of them feeble or senile?

Perhaps the spectacle is so common as to have escaped your observation or comment, but nevertheless it is an object lesson which means something.

If you will notice what these hearty old fellows are eating, you will observe that they are not munching bran crackers nor gingerly picking their way through a menu card of new fangled health foods; on the contrary they seem to prefer a juicy roast of beef, a properly turned loin of mutton, and even the deadly broiled lobster is not altogether ignored.

The point of all this is that a vigorous old age depends upon good digestion and plenty of wholesome food and not upon dieting and an endeavor to live upon bran crackers.

There is a certain class of food cranks who seem to believe that meat, coffee and many other good things are rank poisons, but these cadaverous sickly looking individuals are a walking condemnation of their own theories.

The matter in a nutshell is that is the stomach receives its natural digestive juices in sufficient quantity, any wholesome food will be promptly digested; if the stomach does not do so, and certain foods cause distress one or two of Stuart's Dyspepsia Tablets after each meal will remove all difficulty, because they supply just what every weak stomach lacks, pepsin, hydro-chloric acid, diastase, and nux.

Stuart's Dyspepsia Tablets do not act upon the bowels and in fact are not strictly a medicine, as they act almost entirely upon the food eaten, digesting it thoroughly and thus giving the stomach a much needed rest, and an appetite for the next meal.

Of people who travel, nine out of ten use Stuart's Dyspepsia Tablets, knowing them to be perfectly safe to use at any time and also having found out by experience that they are a safeguard against indigestion in any form, and eating as they have to, at all hours and all kinds of food the travelling public for years have pinned their faith to Stuart's Tablets.

All druggists sell them at 50 cents for full-sized packages and any druggist from Maine to California, if his opinion were asked would say that Stuart's Dyspepsia Tablets is the most popular and successful remedy for any stomach trouble.

THE HORRID GIRL.
Miss Plane—Yes; Tom proposed last night, and I accepted him. See this ring—
Miss Wise—Indeed? By the way, dear, don't attempt to cut gas with that diamond, as I saw you'll have another nick in the stone.—Philadelphia Press.

IS THERE A MATTER TO WHICH YOU THINK PUBLIC ATTENTION SHOULD BE CALLED? TELL THE TIMES ABOUT IT.

ST. JOHN FIRE ALARM.
2 No. 2 Engine House, King Square.
3 No. 3 Engine House, Union St.
4 Cor. Seawall and Garden Sts.
5 Cor. Mill and Union Sts.
6 Market Square, Auer Light Store.
7 Mechanics' Institute, Princes St.
8 Cor. Mill and Pond Sts.
9 Foot of Union St. (east.)
10 Waterloo St., opposite Peabody St.
11 Cor. St. Patrick and Union Sts.
12 Cor. St. James and Richmond Sts.
13 Brussels St. near old Everitt Foundry.
14 Cor. Brussels and Hanover Sts.
15 Cor. Brunswick and Erie Sts.
16 Cor. Union and Charlotte Sts.
17 Cor. Courtenay and St. David's Sts.
18 Waterloo, opposite Golding St.
19 Cor. Market and King Sts.
20 Private Manchester, Robertson & Allison.
21 Cor. Princess and Charlotte Sts.
22 No. 1 Engine House, Charlotte St.
23 City Hall, Princess and Prince William Sts.
24 Breezy's Cor. King Square.
25 Cor. Duke and Prince Wm. Sts.
26 Cor. King and Pitt Sts.
27 Cor. Duke and Sydney Sts.
28 Cor. Wentworth and Princess Sts.
29 Cor. Queen and Germain Sts.
30 Cor. Queen and Carmarthen Sts.
31 Cor. St. James and Sydney Sts.
32 Carmarthen St., between Orange and Duke.
33 Cor. St. James and Prince William Sts.
34 Cor. Pitt and Duke Sts.
35 Cor. Broad and Carmarthen Sts.
36 Cor. British and Charlotte Sts.
37 Foot Sydney St.
38 Cor. Shield and Pitt Sts.
39 City Road, near Skating Rink.
40 Pond St. near Fleming's Foundry.
41 Exmouth St.
42 City Hospital.
43 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.
128 Cor. Elgin and Victoria Sts.
129 Opp. Hamilton's mill Strait Shore.
130 Rolling Mills Strait Shore.
131 Cor. Sheriff St. and Strait Shore Road.
132 Cor. Portland and Camden Sts.
133 Police Station, Main St.
134 Head Long Wharf, Main St.
135 Paradise Row, opp. Mission Chapel.
136 Engine House No. 4, City Road.
241 Cor. Stanley and Winter Sts.
253 Wright Street.
321 Head Millidge St. Fort Howe.
322 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 Cor. Market and Union Sts.
118 Queen and Victoria Sts.
119 Lancaster and St. James Sts.
120 St. John and Canada Sts.
121 Watson and Winslow Sts.
214 C. P. R. sheds, Sand Point.

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Minudie Coal.
One of the very best Soft Coals mined in Nova Scotia, and sold here for less than any of them.
Price \$4.75 a ton, or \$6.65 a chaldron, screened and delivered.

Minudie Coal Co. Limited
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Better Than Hard Coal, and Cheaper Too.
Is Drummond Picton Egg Coal.
It is mined from the thickest seam of coal in Nova Scotia, and given a special preparation by which all the shale and other impurities are picked out and is sized a little larger than American Egg Hard Coal.
It makes a white ash, very little soot, lasts longer than any other Soft Coal and makes a hot fire. The people of Nova Scotia use it in place of Hard Coal.
Try it for your cook-stove, your round stove, or your furnace instead of Hard Coal and save money.
\$5.40 per ton delivered, or \$7.50 per chald. of 2800 lbs. delivered.

J. S. GIBBON & CO.,
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THE PRINCE OF WALES

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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.
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STEAMERS.
Grand Lake and Salmon River ROUTE.

UNTIL FURTHER NOTICE Steamer May Queen will leave her wharf, North End, every Wednesday and Saturday mornings at 7 o'clock for Gagetown, Grand Lake and Salmon River. Return, will leave Chipman at 6 o'clock, touching at Gagetown wharf and intermediate stops. All up freight must be prepaid unless accompanied by owner. Excursion tickets issued every Saturday good to return following Monday at one fare. No return ticket less than 49 cents. This steamer can be chartered any Tuesday or Friday on reasonable terms.
R. H. WESTON, Manager.

Belleisle Bay.
S. S. Beatrice E. Waring will leave St. John for Head of Belleisle and intermediate points every Tuesday, Thursday and Saturday at 7 a. m. and returning, leave Belleisle on Monday, Wednesday and Friday at 7 a. m.
B. E. WARING, Mgr.
Phone 611A.

Star Line Steamship Co
ONE OF THE MAIL STEAMERS, "Victoria" or "Majestic," 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.

THE STEAMER Maggie Miller
Will leave Millidgeville for Summer-ville Kennecott 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.
JOHN MCGOLDRICK, Agent.
Telephone 228A.

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ABERDEEN HOTEL
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Special attention given to summer tourists.
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Electric Elevator and all Latest and Modern Improvements.
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KING SQUARE, ST. JOHN, N. B.

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INTERCOLONIAL RAILWAY
On and after SUNDAY, July 3, 1904, trains will run daily (Sunday excepted) as follows:
TRAINS LEAVE ST. JOHN.
No. 2—Express for Halifax and Campbellton 7.00
No. 4—Express for Moncton 8.00
No. 6—Express for Quebec and Montreal 11.10
No. 26—Express for Point du Chene, Halifax and Pictou 11.45
No. 136—Sub. for Hampton 13.15
No. 8—Express for Sussex 17.15
No. 134—Sub. for Hampton 18.15
No. 10—Express for Quebec and Montreal 19.00
No. 10—Express for Halifax and Sydney 23.25
TRAINS ARRIVE AT ST. JOHN.
No. 9—Express from Halifax and Sydney 6.25
No. 135—Sub. from Hampton 7.45
No. 133—Express from Montreal and Quebec 12.50
No. 137—Sub. from Hampton 15.10
No. 1—Express from Point du Chene and Campbellton 17.15
No. 31—Express from Moncton 18.45
All trains run by Atlantic Standard Time; 24.00 o'clock is midnight.
D. POTTINGER, General Manager.
CITY TICKET OFFICE, 7 King St. St. John, (N. B.)
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THANKSGIVING DAY, 1904.
Will Issue Return Tickets
AT THE
Lowest One Way First-Class Fare.
Good going all trains Nov. 16th and 17th and for return leaving destination on or before Nov. 21st, 1904. Between all Stations in Canada East of Port Arthur.
For particulars and Tickets call on W. H. C. MACKAY, St. John, N.B. or write to C. B. FOSTER, D.P.A.

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From Liverpool. From St. John, N.B.
Nov. 15—LAKE CHAMPLAIN Dec. 3
Nov. 29—LAKE ERIE Dec. 17
Dec. 13—LAKE MANITOBA Dec. 31
Dec. 27—LAKE CHAMPLAIN, Jan. 14
Jan. 10—LAKE ERIE Jan. 28
FIRST CLASS.—To Liverpool, \$47.50 and \$50 and upward, according to steamer.
Round Trip Tickets at Reduced Rates.
SECOND CLASS.—To Liverpool, \$30; London, \$32.50.
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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.
For Tickets and further Information apply to
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529 Duke Mrs. M. J., residence, 185 Waterloo street.
1055 Empire Clock Mfg. Co., Main St.
105 Grass M. E., Grocer, German.
1493B Lundy Mrs. A., residence, Haven.
98 Matthews Geo. F., residence, Summer street.
147 McDonald Mrs. M., residence, Elliott Row.
738 MacFarland Dr. W. L., residence, Fairville.
976A Stevenson T. A., residence, Stanley.
749 Arpitt F. H., residence, Wright, A. M. Local Manager.