

ST. JOHN, N. B., SATURDAY, AUGUST 13, 1898.

NOT YET SATISFACTORY

THE NEW DEPOT AT MONCTON AND ITS FORMAL OPENING.

Something in Connection With the New Building That Does not Seem to Give Unalloyed Satisfaction to the Citizens of That Busy Railway City.

MONCTON, Aug. 10.—After a delay of just seven months beyond the time first appointed for the ceremony, Moncton's new railway station has been formally opened to the public. "The ceremony," as the wedding notices remark, "was a very quiet one," unmarked by any demonstration whatever. Perhaps the early hour may have been accountable for this apparent absence of enthusiasm, as six o'clock in the morning is a time when the average citizen prefers to woo the charms of Morpheus rather than join in a public demonstration of any sort. But as it is generally understood that the formal opening merely consisted of the checking of the first piece of baggage which arrived at the station by the ever popular and genial truckman Mr. James McNeill the omission on the part of the average citizen is even more excusable, and he made ample atonement for it in the evening by assembling at the station when the trains from St. John and Halifax arrived, bringing all his female relatives and friends and giving a decidedly festive appearance both to the building and its surroundings. Indeed so grand a spectacle did the brightly lighted station and the well dressed crowd who thronged it present, that a gentleman of facetious tendencies was heard to remark that it reminded him of the Grand Union Depot in New York. Even if it was not quite so imposing as that magnificent structure the travelling public could not fail to be impressed by the crowd and the bustle, or to carry away with them a rather exaggerated idea of the size and commercial activity of our city.

The new station is undoubtedly an improvement on the old one in many ways! It is fresh, clean and well, it not very expensively, finished inside, but so far as the convenience of the above mentioned travelling public is concerned it must be confessed that the long looked for station leaves much to be desired. It is a matter about which a great deal of surprise has been expressed that after all that has been said or written about the confusing arrangements for the starting of trains from the old station, the same annoying mistake should be made when a new station with greatly increased accommodations was built. Moncton has been noted for years as the most awkward station in the province for a stranger to either arrive at, or depart from, and its peculiar situation has been the cause of innumerable mistakes on the part of travellers. In the first instance the traveller who did not take a cab al most invariably followed the broad plank walk which led from the station to the large and brilliantly lighted building directly opposite to it instead of taking the cinder paved lane to his right, and the result was that he brought up, filled with amazement and wrath at the back door of the General Offices. In departing from the city, the same stranger usually sought the spot on the platform which he remembered arriving at, under the impression that it was the customary place for all passenger trains to arrive, and depart from, and while he was patiently waiting for the train he thought was his, the one he should have taken pulled quietly out of the station on the other side. Then the traveller was naturally indignant, and went home and wrote disagreeable things about Moncton railway station to the papers. And the citizens of the great railway centre were deeply mortified and clamored for a new station with all modern improvements, even more than they had been doing for the past dozen years.

Now they have the desire of their hearts,

and it seems in danger of turning to dust and ashes at their touch because their very first visit to it at train time proved that one of the worst features of the old structure had been perpetuated in the new, and that instead of building a properly enclosed train shed such as one sees in all large cities, and which would have saved the government a very large outlay for the clearing away of snow in winter there were merely two covered platforms open to the weather at the sides. Also that passengers were obliged to cross one track in order to take the train on the second, and the old confusion still existed as the St. John train left from the second track, while the passenger was standing beside his light baggage, and waiting for it to come up to the platform after the train for the north had departed.

This is a very serious mistake, and general dissatisfaction with the arrangement was expressed, passengers finding it impossible to believe that they would be obliged to shoulder their valises and satchels and start out on a voyage of discovery over two sets of trackless rails in quest of their train. Of course that evening was the first time the two trains had arrived simultaneously at the new station and the arrangements may not have been completed but it is to be hoped that some more convenient and less puzzling plan will be adopted eventually.

It is also to be hoped that the bicycle nuisance which has so long tried the patience and menaced the safety of pedestrians going to and returning from the station in the evening, will be put a stop to, and the walk leading to the new building will not be used as a racing track by the selfish young sports who have been in the habit of regarding the lane leading to the old station as a convenient place for friendly trials of speed, utterly regardless of the safety or the rights of the "walking public." It seems to be against the principles of these young gentlemen to use

either bells or lamps, as they probably found it more exciting to watch the antics of people trying to get out of the way, and as neither the railway nor the city police ever interfered with them, or enforced the rule against riding on the sidewalks, the lane mentioned has been a very dangerous place after nightfall.

It is a matter of anxious speculation to those of an enquiring turn of mind as to why the baggage room of the new station was made so small, and why the rough brick walls have been left totally unadorned on the inside instead of being finished in something like keeping with the rest of the building. Can it be that the money did not hold out, and the baggage room had to pay for the elaborate tiling of the ladies' dressing room? or is it merely that the former is not yet finished?

THE COST OF GETTING WAR NEWS.

Big Newspapers do not Hesitate to Spend Lots of Money for This Purpose.

In all probability, the present conflict between Spain and America may prove the costliest war on record, so far as newspapers are concerned. A war correspondent who accompanies a military expedition into the heart of Africa incurs expenses which are extremely heavy, but the cost of maintaining reporters on sea as well as on land amounts to a good deal more. In undertakings of the former description, the despatch of a representative to a field of battle means about \$500 a week to a newspaper.

The 'New York Herald,' for instance, which keeps a small flotilla of despatch-boats cruising around Cuba, is spending money on the war at the rate of \$10,000 a week. It is reported that the bill of the Associated Press and Reuter's News Agency amounts to a figure much higher. These famous organizations are working in combination on the present occasion, and between them they control as many as twenty vessels of various descriptions, with two correspondents on each boat.

As a rule, the remuneration of this fearless class of journalists ranges between 125, and 200 per week per man, apart from his personal expenses. As the latter include, in the present conflict, the hire of a despatch-boat and the maintenance of its crew, wars apparently have an expensive as well as a sensational aspect for the great journals of the world.

Particularly is this the case when, as has happened more than once since the declaration of the present hostilities, the crew of the boat engaged decline to take the pressmen within the sound of cannon. In circumstances such as these the correspondents have had to return to port, probably hundreds of miles away, to secure the services of a fresh crew.

At the present moment, almost all the big London dailies are represented by two or three correspondents in the West Indian waters, and the cost of maintaining each of them, including the hire of the despatch-boat and its crew, represents a sum not much less than \$1,000 a week. There is, in addition, the expense of forwarding the despatches across the Atlantic. Messages are cabled from America at the rate of 10 cents a word; so that reckoning five words in a line, a despatch which is a column in length costs in its mere transmission alone no less than \$250.

Beyond this there are the elaborate telegraphic arrangements made by most big papers, some of which have private wires to New York and Paris. The "rent" of a private wire from London to Paris, quite apart from the salaries of operators and the expenses of the office, instruments, etc., amounts to no less than \$5000 a year.

These figures do not exhaust the liabilities of newspapers whenever war breaks out. On the life of each reporter sent out the proprietors of the paper to which he is attached take out a special policy, which is issued by some of the leading insurance companies. Moreover, they give an undertaking to see to the future of those dependent upon him.

Roughly speaking, the best qualification which can be possessed by a man ambitious to become a war correspondent is an iron constitution able to withstand all sorts of climates.

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Office of Official Analyst,

Montreal, July 28, 1898.

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(Signed)

JOHN BAKER EDWARDS,

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