

TERRIBLE CONDITIONS PREVAIL IN SYRIA

London, Aug. 12.—A correspondent of the Times recently returned from Syria, writes as follows concerning the conditions there:

"The state of the people of Syria is past all belief. It is estimated that from 60,000 to 80,000 have died from starvation in northern Syria.

The Turks are proceeding with great thoroughness in removing large sections of the population and in some vilayets there are no Arabic speaking Christians left.

"The epidemic of typhus is gaining everywhere and a great many Turkish doctors have succumbed to the disease. Many civilian prisoners, mostly British, have also contracted typhus. There is a scarcity of drugs and though the Germans have taken very careful precautions the disease is gaining."

CURE YOUR COUGH BY BREATHING "CATARRHOZONE"

You may dislike taking medicines, but coughs are best cured without medicine. The modern treatment is "CATARRHOZONE." It isn't a drug. It's a healing vapor full of pine essences, and healing balsams. It spreads over the surfaces that are weak and sore from coughing. Every spot that is congested is healed; irritation is soothed away, phlegm and secretions are cleaned out, and all symptoms of cold or catarrh are cured. Nothing so quick, so sure, so pleasant as Catarrhozone. Beware of dangerous substitutes meant to deceive you for genuine CATARRHOZONE. All dealers sell Catarrhozone, large size, which lasts two months, price \$1.00; small size 50c.; sample size 25c.

RUSSIA DISCIPLINES SUB COMMANDERS

Stockholm, via London, Aug. 12.—The commanders of the Russian submarines which torpedoed the German steamer Nyria in Swedish waters and attempted to torpedo German steamer Elbein in the same region have been removed from their posts, according to announcement made by the Russian government in reply to Sweden's protests.

The Russian note says the commanders of the submarines were mistaken in thinking the boats were outside of Swedish territorial waters. It expresses regret over the incidents and assures Sweden that Russia is anxious to avoid any act which might violate the neutrality of Sweden.

DANISH VESSEL SEIZED.

Germans Capture Food Cargo and Also Lose a Vessel.

Copenhagen, via London, Aug. 12.—The Danish Steamer Storebelt, bound for Newcastle with 1,700 casks of butter, 2,000 barrels of pork and a large quantity of eggs, has been captured by the Germans and taken into Swinemunde, according to the Politiken.

A despatch from Malmoe says that a submarine sank one of a number of German steamers which were being convoyed by German armed trawlers and torpedo boats.

The meek may inherit the earth all right, but will the other fellows let them have possession?

There's one thing you can do to the man you don't like, get him to join "the force."

MUNITIONS OUTPUT SLOW IN ONTARIO

Toronto, Aug. 12.—That deliveries of munitions from Ontario are running far behind the quantities promised, and that the Imperial Munitions Board is seriously apprehensive if existing conditions cannot be improved, is the substance of a communication from Mr. J. W. Flavell, chairman of the board, received by the Ontario provincial organization of resources committee.

The committee issued a statement today to the effect that the shortage is due to an inadequate supply of skilled labor.

JAP CREW LANDED.

Belonged to the Temmei Maru, Sunk in the Mediterranean.

Marseilles, Aug. 12.—The patrol boat B-10 landed here last night the crew of 46 of the Japanese steamer Temmei Maru, which was sunk in the Mediterranean by a submarine which showed no flag.

Members of the crew state the vessel was helled without warning and that the submarine fired on boats in which they took refuge. The vessel was 3,330 tons and was 440 feet long. She arrived at Vladivostok May 10 from New York.

You may have a way of your own, but you will not always have your own.

The fellow who pays only a poll tax does not seem to be kicking because he was not asked to contribute to the patriotic fund.

Every man imagines that it would be a fine world if we were all alike and he was the sample.

Summer complaint—Is this hot enough for you?

MOD — Sept. 4 — What is it?

CASTORIA

For Infants and Children
In Use For Over 30 Years

Always bears the Signature of *Chas. H. Fletcher*

"Dies From Laughing at Joke." We didn't believe there were any jokes in the world as good as that these days. Why is it the girls like to have their pictures taken in warm weather?

Remarkably unanimous movement of the population to the shady side of the street.

Yes, yuh can get frostbitten by buyin' ice cream that ain't fit to eat.

Public Schools Notice.

FOR the special benefit of pupils who have reached Grade VI and who are unable to continue the common school course, the Trustees will open a pre-vocational department in the York Street School building. Applicants for admission to this department will file their names with the Secretary and obtain an admission certificate.

In accordance with the Compulsory Schools Act, all children from six to fourteen years of age must be in attendance at school. In every case the reason for non-attendance must be given to the Board of School Trustees by the parent or guardian of the child.

In pursuance of Sec. 73 of the Schools Act, the Secretary is required in every case to demand a physicians' certificate or other evidence of recent successful vaccination before a permit may be issued.

All the schools will be re-opened on Monday, 28th inst., at 9 o'clock, a.m., and permits may be obtained at the office on York street during the previous week. Applicants for admission to the Model School, whose names have been registered, will apply for permits on Friday, 25th inst.

By order,
CHAS. A. SAMPSON,
8-12 121 Secretary.

Mid-Summer Sale

DURING THE MONTHS OF JULY AND AUGUST

present to you a varied assortment of DRESS and OUTING HATS at SPECIAL PRICES.

OUR COLLECTION OF MILLINERY at this period is made able for value at such low prices.

MISS MORGAN 476 Queen S

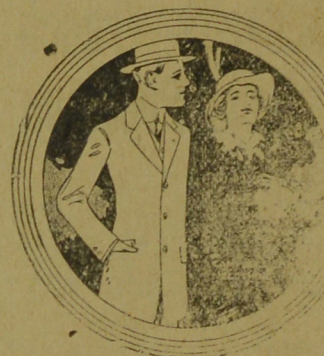
KODAKS

Time to think about one for the summer. No la Autographic Kodak Junior, rectangular pictures 2 1/2 x 4 1/4, price \$11.00 and \$13.00, is worth looking over. Simplicity marks it in every respect. Let us show you one.

C. Fred. Chestnut

The Quality Drug Store

572 QUEEN STREET.



After all—since a Suit made to wear—the best all Suits is that which wears the longest.

MACKINNON'S CLOTHING

not only wears long past the time the average Suit is cast aside, but yet keeps its appearance, and is good looking all the time you wear it.

J. A. MACKINNON YORK STREET TAILOR and CLOTHIER

Wholesale Dry Goods and Woolens

Velvet Goods

We have just opened an assortment of Velvet Cords, 21 inch, to retail at 60 cents, in the following shades:

White, Ruby, Laurel, Violet, Olive, Dark Navy, Electric, Fawn, Purple, Emerald, Biscuit, Slate, Saxe.

Also Velvet Cords 21 1/2 inch, to retail at 75 cents, in following shades:

Slate, Pheasant, Vieux Rose, Granat, Electric, Tabac, Light Brown, Cardinal, Brown, White, Ruby, Dk. Brown, Resida, Myrtle, Olive.

Drop us a line, or see our travellers.

VASSIE & COMPANY, LTD.

WHOLESALE DRY GOODS and WOOLLENS ST. JOHN, N. B.

MOTHER'S FAVORITE FLOUR

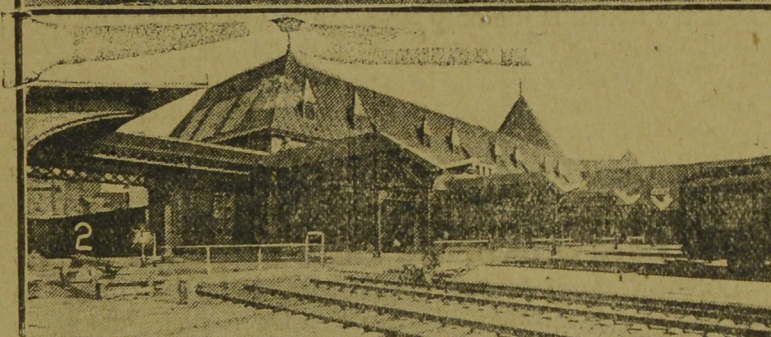
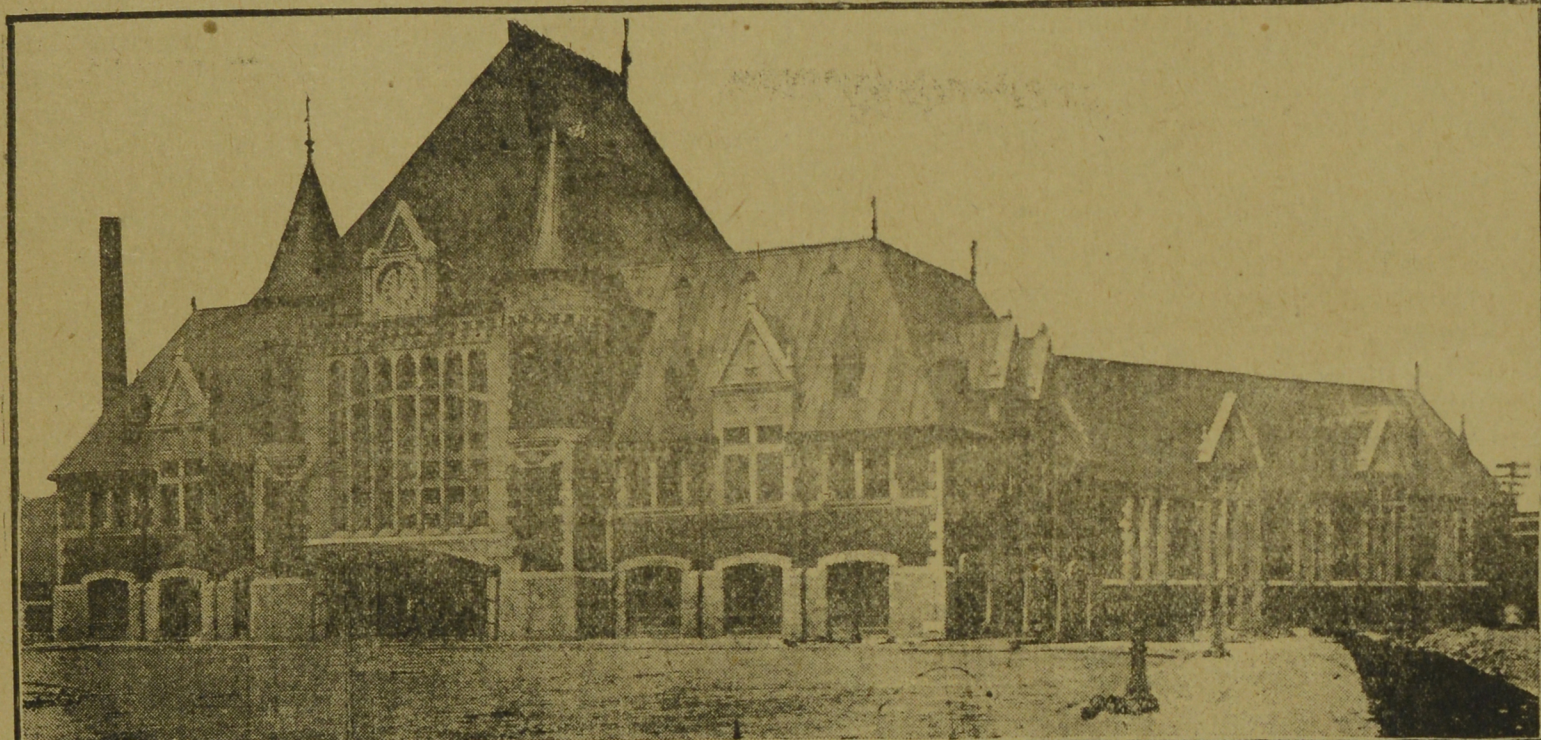
is a little better and a little cheaper than any high Grade Bread Flour on the market.

Sold Wholesale by

G. W. HODGE

Fredericton, N. B.

NEW STATION AT QUEBEC



(1) New Station.
(2) Train Platforms.

THE new C.P.R. station at Quebec, which was declared open to-day, Thursday, by the Mayor of Quebec is a triumph of modern railway station construction and is admirably located at the corner of St. Paul and Henderson Street just north of the old station. The latter will be removed to make room for the plaza, 350 ft. x 235 ft., which will form a beautiful foreground with a large grass plot planted with shrubs and a sixty-foot roadway, flanked by sidewalks, planting spaces, Lombardy poplars, ornamental lighting standards, and two ornamental flag-poles, transforming a once ugly portion of the city to an attractive beauty spot which will not only be appreciated by the residents of Quebec, but will give the visitor a favorable first impression of the city.

The building, which consists of a central block with two wings, is a modern adaptation of the old French Chateau Style of architecture and admirably harmonizes with and helps to perpetuate the quaintness and historic traditions of the city. The exterior is faced with Argenteuil granite, Deschambault limestone and Citadel brick, all local products, with steep, sloping, copper covered roofs. The main facade, which faces the plaza, is dominated by a central motif containing the main entrance which is flanked by two tourelles and protected by a glass and iron marquise the full width of the sidewalk. Over the main entrance is a large window, above which is an illuminated clock with a seventy-two inch dial, which forms one of the principal features of the facade. The pediment over the clock bears the arms of the City of Quebec.

In plan, the building is L shaped, the main block being 142 ft x 65 ft., the concourse wing extending along Henderson Street, 142 ft x 65 ft., and the baggage and express wing parallel to St. Paul Street, 130 ft x 44 ft. Entering the building through the 24 ft. wide main entrance and vestibule, one is agreeably impressed with the spacious, light, ticket lobby, 45 ft. wide x 65 ft. long, which rises to a height of 60 feet. This lobby is finished with Le Grey tapestry brick walls with Le Grey marble base, faience cornices, cartouches and balustrades and sloping mosaic ceiling with leaded glass ceiling lights, the rich colorings of the faience and leaded glass lending an attractive tone to the decorations. The faience clock dial set in the balustrade at the first floor level with its flanking lion and unicorn is a feature of the room. On the right side of the ticket lobby are the information wicket, four ticket wickets, the entrance to the women's restroom, and the news stand. On the left, are the baggage and parcel checking counters, customs office, public telephone booths and telegraph counter, while the Transfer Company's office opens off the entrance vestibule. Opposite the main entrance is a series of seven doors opening into the concourse.

The concourse, 125 ft. long x 62 ft. wide, and 40 ft. high, is similarly finished with grey brick walls, with faience inserts, marble wainscot, faience cornices and tinted ceiling, while the huge iron trusses, elliptical in form, which support the roof, spring from ornamental faience cartouches. On the left side of the concourse three sets of gates open to the midway and track platforms. On either side of each gateway is a mechanical incinerator, which shows the track number, time and destination of the departing

trains. A splendid train bulletin board has been provided on which the time of arrival of all incoming trains will be posted, while glass-covered bulletin boards have been provided for special announcements and posters. On the right hand side of the concourse is an exit to Henderson Street, while at each end is a handsome faience dial clock. Comfortable seats have been provided, as the concourse serves also as the main waiting room of the station. The men's smoking room and lavatories are located at the North or far end of the concourse wing. The women's rest room is attractively furnished with rugs, table, chairs, and couch, and is conveniently located and easily reached from both the ticket and lobby concourse. The smoking room and women's room are wainscotted with wood panelling and the lavatories with marble. A feature of the lavatories are the pay toilets and dressing rooms which are provided with all the accessories necessary for the comfort of the traveller and equipped with coin locks which automatically operate by the insertion of a ten-cent piece.

Ample accommodation is provided for handling the baggage and express in a separate wing which has a covered trucking platform on each side. Everything necessary for the comfort and convenience of the travelling public, as well as the efficient operation of the train service, has been provided. The second floor of the main building, which is reached by a stairway from the main entrance vestibule, is devoted principally to the Company's offices and a museum in which an interesting and instructive exhibit of Canada's natural resources will be open to the public. The office corridors and museum surround the ticket lobby and are separated therefrom by open arches and balustrades which afford a splendid view of the lobby as well as provide an abundance of light and air. Rooms for the conductors and trainmen with stairway direct from the midway are also provided on this floor. The decorative scheme of the interior is simple and artistic. The motifs in the richly-colored faience depict and symbolize emblems of the national life, and the Tudor rose, shamrock, thistle, fleur-de-lis, dolphin and trident are freely used and intertwined. The ceiling light over the ticket lobby contains the provincial shields and a map of the North American continent showing the Canadian Pacific Railway lines from coast to coast. The large

window over the main entrance, which helps to light the ticket lobby contains the arms of the seven great men of Canadian history, viz.:—Montmagny, the first Governor of Canada—1633-1647; DeTracy, Viceroy of Canada—1665; Beauharnois, Governor of Canada—1726-1747; Montcalm and Wolfe, the famous French and English generals whose names are familiar to all; Frontenac, Governor of Canada—1672; and Talon, the first Intendant of New France—1665-1672.

The building was designed by H. E. Pringle, architect, of Montreal and erected by the Downing Cook Company of Montreal, under the supervision of D. H. Mapes, Engineer of Buildings of the C.P.R. In the construction of the building, which rests on 430 concrete piles, 400 tons of structural steel, 2,000 yards of reinforced concrete, 400,000 common brick, 75,000 exterior face brick, 125,000 interior face brick, and 10,000 cubic feet of exterior cut-stone, were used. Local labor and materials have been employed wherever possible; the concrete pile foundations were driven by the McArthur Pedestal Pile Company; the structural work was furnished and erected by the Eastern Canada Steel Company; the exterior face brick were made by the Citadel Brick Company; the granite came from the Argenteuil quarries and the limestone from the Deschambault quarries. The interior marble and terrazzo work was done by the Mississquoi Marble Co.; the ornamental iron by the Dominion Architectural Iron Works. The plumbing and heating were installed by Vandry and Matte, the electrical work by the L. K. Comstock Company, and the clocks by the Self Winding Clock Company. The woodwork throughout, of which, however, there is but little, is Canadian birch, the railway company having recently adopted the policy of using Canadian woods exclusively for the finish of its buildings and cars. While the Station is the dominating feature of the improvements made by the Canadian Pacific, notice should be taken of the new freight office building and sheds constructed north of the station last year, the new power house located just west of the station and the re-arrangement of the coach yard, all of which has been done on the same comprehensive scale as, and in keeping with, the station building. Quebec can well be proud of its new station, which in design, finish and appointments is second to none in Canada.