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Suppose you did something so foolish as to reduce your strength, vitality or judgment one half, and it were impossible to get them back-how much would you pay to regain the lost por-

When you let yourself run down ou reduce your chances for success in ife—if sleeplessness comes you score wer still-should appetite or digestion fail, you are stared in the face by physical bankruptcy.

Don't let it go so far, take Ferro-zone, it has cured thousands and it will cure you; it builds up bodily trength, makes muscles like steel, re-

comes, everyone needs a purifying onic—Ferrozone fills the bill exactly

At once the appetite improves. You ng fit and fine.

Headaches disappear, weakness

he Queen Hotel.

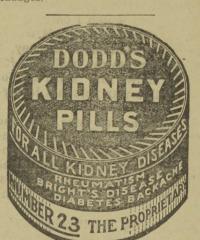
Mr. L. J. MacDonald of Montreal is is the city today.

THROUGH NOON

Nos. 13 and 14 Trains to Run Between St. John and Halifax-To Make Boston Connections.

Time Table changes effective on Canadian National Lines November 30 will affect St. John in one important particular. Trains Nos. 13 and No. 14, now running between St. John and ly of the Ethopian variety, according Moncton, will run (daily except Sunto Mr. Scheutz, as he makes the best day) between St. John and Halifax as carrying through Boston sleep-7,40 g.m. (except Sunday) and carry to them. In the center of each enterent the through Boston sleeper to St. pullman is a special compartment for John, arriving at 5.35 p.m. This ser- the porter. There is situated a stove, vice should prove most satisfactory to the travelling public. A Standard C. water tank and feed bin. When the

ericton are not affected by these train a crow, as the case may be, and the



permits continuous labor—what are Tipless Porter for Chambermaid, Meals Served in Rooms and cally. We make then think that they they worth to you? Extra Covering at Night in Poultry Pullman-New Chick-Porter is Usually of the Ethopian Variety-Stays With the have food when they want and every Chickens Throughout the Journey.

the United States railroad administra- transportation company has revolution there have been many new and tionized methods in poultry shipping strange things happening on the rail. During the past few days he said more roads. The traveling public has been than 1,000,000 chickens had passed places Spring tiredness by energy and given one surpsise after another. The through Buffalo on their way east new life. Ferrozone rebuilds sick folks latest one to be sprung is the chicken for the Thanksgiving slaughter. Many elements that every run-down system Pullman express de luxe, one of the of these chickens traveled more than terminals of which is the East Buf- 1500 miles and the death rate in tranfalo freight vards.

-nothing known that juvenates and administration is not being given the ing to Mr. Scheutz, many of them credit for instituting a barn yard on would have been smothered, their est well and arise next morning feel-, wheels to expedite the shipment of legs broken and otherwise injured or western fowls east to reduce the ad- killed. Headaches disappear, weakness gives way to the vigor that only Fer. vancing cost of living. The Live "The company's cars are built ozone can supply. Try it, results are Poultry Transit company of Buffalo, especially for poultry," said Mr. guaranteed, 50c. per box or six for Chicago Kankakee and other western Scheutz. "The cars are of the ordin-2.50 at all dealers or by mail to any dides claim all the credit for the unary box car variety with open cides.

A Montreal man wants a divorce, Catarrhozone Co., Kingston, Ontario. dertaking, which, according to Fred-Tie coops are built right in the car. claiming he was in a trance when he erick Scheutz, the local manager is They are four feet square and 18 was married. Thousands of men will Mr. F. L. Bowden of Boston is at revolutionizing the shipment of live inches high. They are built in tiers watchfully wait for the result. fowl to many sections of the country

> ens, ducks, turkeys and geese or whatever specie of fowl may be in the chicken pullman de luxe, than the average human being has on a parlor car. For instance, according to Mr. Scheutz, there is an attendant with every chicken parlor car, who is paid to chambermaid the fowl. Unlike the human parlor cars this porter does not work for tips alone. He is charged with the lives and comfort of his flock and woe betide him if he arrives at his destination with a batch of dead

Porter Right on Job. This new chicken porter is general-

ly of the Ethopian variety, according

attendant, owing to his proverbial love through trains, and not connecting with the Ocean Limited at Moncton. No. 14 will leave St. John at 1.40 p. the chickens all the way on their jour-after the arrival of the Boston pay from the west. He lives the ney from the west. He lives with for Halifax, arriving there at 11.40 them, sleeps with them and ministers m. No. 13 will leave Halifax at to them. In the center of each chicken N. R. Diner will run between Halifax chickens become hungry or thirsty en and Moncton on these trains. C. N. R. trains in and out of Fred-route, they simply let out a cackle or porter shuffles down the isle of the stationary coops with food and water. If the weather becomes too chilly for their chickenships instead of getting a surly remark from the porter that they should be fortunate that they were not caught in the draft or subjec to the income tax, they simply cackle a few times and the porter climbs out on the top of the moving train and throws a tarpaulin over the car to keep out the wind. If this fails to satisfy the chickens and they begin to express their dissatisfaction at the way things are going by dropping dead, the train is stopped until they feel more disposed to continue

According to Mr. Scheutz, young turkeys are the most finicky about traveling by rail. They keep the porter on the jump during their enire trip and at times cause the train to stop many times, while they adjust their feathers. Ducks, too, are more

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earache by

finicky about traveling than chickens. Since the war and the advent of Mr. Scheutz declared today that the

sit was less than one-tenth of one per However, the United States railroad cent. Under the old method, accord-

and can be thoroughly and early cleaned. As an average, there are about 1500 chickens loaded in a car. Feed and water are carried on the train and the fowl receive personal attention during the entire trip. We have a man in each car who does nothing else but chambermaid the

"We treat the chickens psychologiare in a barnyard. They can scratch, see the rolling country from the train attention. This relieves the mind of the chicken and removes the fright As a result there is no loss of weight in shipping chickens under the new system. We have shipped many millions of fowls and it has been found that few have lost any weight of consequence in transit.'

Mr. Scheutz stated that the East Buffalo terminal of the company oc cupies about 30 acres of land, and that the plant is being enlarger daily. Arrangements are being completed, he said, to build a car shop to repair the poultry cars. "One of the big features of the proposition," said Mr. Scheutz, "is that there is no waste. The refuse from the chickens in transit is salvaged and made into a high grade fertilizer of which there is a big demand at this time.'

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