

SPORTSMEN

When you want the best in Taxidermy Work
send your work to

GEO. A. DAVIS, TAXIDERMIST, Fredericton, N. B.
281 Queen Street West

NOTICE.

For convenience in train operation, the C. N. Trains
on the VALLEY SECTION, between ST. JOHN, FREDERICTON
and CENTREVILLE, are now being run on the

EASTERN STANDARD TIME

and not under the Atlantic Standard Time, as shown in
Advertisements and Timetable.

Travellers are advised to keep in mind the difference
between the Atlantic and Eastern Standard Time.

FEEDS

Cracked Corn, Corn Meal, Shorts

Bran, Oat Feed

Oats

at lowest market rates.

G. W. HODGE

Custom Tailoring

The New Importations for the Coming Season are now on
display. An early inspection will assure you of a large and
varied selection to choose from.

We are also prepared to fill all orders entrusted to us for
MILITARY CLOTHING at reasonable price. We are sole
agents for the Crown Tailoring Company, of Toronto, the largest
Military Tailoring Company in Canada.

WALKER BROS. MERCHANT
TAILORS

QUEEN STREET, WEST END

Witch Soot Destroyer

This article has been such a great boon for our customers
and the public since we introduced it last season that we have
put in another large stock of it and it will always be obtainable.

THE WITCH cleans the pipes and chimney chemically,
saves labor taking down pipes, cleaning of furniture, etc., and
incidentally saves your temper.

A trial will convince you.

D. J. SHEA

THE TOUCH OF ABNER

BY H. A. CODY

From the dramatic moment when Abner subscribes \$1,000 to the Orphanage Fund
and explodes a financial bomb in the close-fisted meeting of the folks of Slocums, Mr.
Cody unfolds a sprightly tale of much amusement.

Other late books are:

"Mist of Morning" "The Heart of Cherry McBain"
"The Lion's Mouse" "The Gay Dombey's" etc.

The McMurray Book & Stat'y Co., Ltd.

DEVELOPING AND PRINTING FOR AMATEURS



Experienced mothers say
Zam-Buk is best for children's
injuries and skin troubles, because:

It is herbal—no poisonous
mineral coloring.

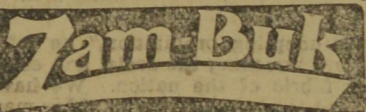
It is antiseptic—prevents
cuts and burns taking the
wrong way.

It is soothing—ends pain
quickly.

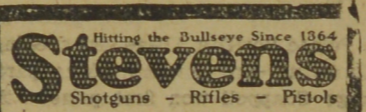
It heals every time.

Just as good for grown-ups.

Sold at all stores and
druggists.

TRAGIC DEATH
OF TWO BOYS

Alvinston, Ont., Nov. 2.—While out
hunting this afternoon two boys were
killed. Russell Barnes was accidentally
shot by his chum, John Horsepoot
and instantly killed. Horsepoot, in the
excitement and remorse over the accident,
shot and killed himself.



Single or
Double Guns

—Barrels and hogs drop-forged in
one piece.
—Bored by a method that insures
long range close shooting.
—Fore-ends that will not loosen and
will keep the barrel tight.

Ask to see one of the
guns that are building
reputation for Stevens.
Free catalog.



J. STEVENS ARMS COMPANY
Chicopee Falls, Mass., U. S. A.

TO BE ABLE TO SAY
I received my training at the

FREDERICTON
BUSINESS COLLEGE

MEANS A GREAT DEAL to a young
man or woman when looking for an
office position.

Those who expect to enter this
school for the WINTER TERM opening
JANUARY 5th, should write for
full particulars NOW.

Address
W. J. OSBORNE, Principal,
Fredericton, N. B.

GREAT ENGINEERING FEAT ON THE
BERLIN-TO-BAGDAD RAILWAY

Taurus Tunnels Completed by Germans and Austrians Just
Before the Armistice—Twelve Miles in Length—Gorges
of Tremendous Width Crossed on High Bridges.

(New York Sun)

Constantinople, Oct. 30.—The great
Taurus tunnels in the Bagdad Railway
are completed. Trains are now operating
from the Pera and Stamboul
sections of Constantinople as far as
Tel Abiad in the Upper Mesopotamian
Valley.

The completion of the line to Mesul-
ing is an easy matter so far as engineering
is concerned. It is not so easy a
matter as far as politics is concerned.

It was the irony of events that the
Taurus tunnels should have been completed
by German and Austrian engineers
only two weeks before the Turkish
armistice of last October. When the
war began engineers were rushed to
the Taurus and work was begun on
the great system of tunnels which now
links up Bozanti and Kara Pounar.

All through the war the work went
on, thousands of Armenians, Greeks,
and British prisoners being driven at
top speed until they dropped and died.
Without the tunnels Turkey in Asia
is virtually cut off, except by sea, from
the vast Ottoman provinces of Syria,
Arabia and Mesopotamia. From time
immemorial the Taurus Mountains
have been an effective barrier against
adequate communication between Constantinople
and the desert towns.

Before the war, when work on the
Chemin de Fer Imperial Ottoman du
Bagdad was begun, the Taurus was
crossed by a Decauville, or light railway
which was hopelessly inadequate for
the streams of war traffic flowing
down toward the Syrian and Mesopotamian
fronts.

Plenty of Forced Labor

With plenty of forced labor at hand
Austrian engineers chose the most direct
line for the Taurus tunnels, despite
the fact that much work might
have been avoided by a more circuitous
route. Some tunnelling, however,
could not have been avoided except
by routing the Bagdad line along the
Mediterranean coast, which would
have exposed it to bombardment from the
sea.

It was an added difficulty experienced
in driving the tunnels through that
the Taurus rock is harder than any
which railway engineers have elsewhere
had to contend with. Hundreds of
experiments with new rock drills
calculated to speed up the tunnels,
were made but what new devices were
effective is not yet known.

Suffice it to say that the tunnels
have been driven through, and the
line on both sides of the Taurus range
had been linked up on the eve of the
armistice. The tunnel was finally
handed over to the British railroad
authorities in an unlined condition but
it has since been lined by British Indian
labor.

It was one of the armistice conditions
that the tunnels were to be handed
over intact, a condition which the
Turkish authorities complied with,
doubtless due to the fact that thus
they were enabled to withdraw their
armies from the Mesopotamian front,
the British at Aleppo already having
more Turkish prisoners than they
could comfortably handle.

The series of tunnels in the Bag-
dad Railway which are properly
known as the Taurus tunnels, require
about forty minutes to be traversed
by train. Their length is about twelve
miles. They cut through a series of
massive ranges running in a north-
south direction and are interrupted by
a number of gorges of tremendous
wildness which are crossed on high
bridges.

There are eleven tunnels in the series,
and the distance which separates any
two of them is not more than 100
yards or so. Altogether the Taurus
tunnels form a feat which deserves to
rank as one of the greatest pieces of
railroad engineering in the world. It
has, however, not received the attention
it deserves, due to the fact that its
construction was a military measure
carried out under conditions of
military secrecy.

Their completion removes the last
obstacle—except such obstacles as are
of a political nature—to the completion
of the Berlin to Bagdad line, or, as
it should be called now, the Boulogne
to Bagdad line.

Trains under British military supervision
are now operating through the
tunnels from Constantinople to Aleppo
and thence over the French railway
known as the Damas, Hama et Prolongements,
to Damascus for the Hejaz
and Cairo, also on over the Bagdad
line into the upper Mesopotamian Valley,
crossing the Euphrates over the famous
bridge at Jerabulus.

Not Easy to Travel

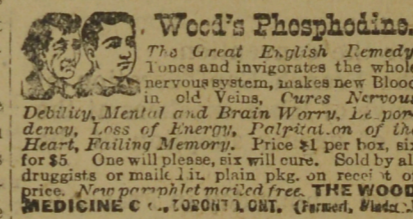
It should not be supposed however
that travelling over the line is such an
easy matter as might be thought under
present conditions. The roadbed and
the stations are of German or Austrian

construction and are as good as any
in the world. But the rolling stock is in
a woefully dilapidated condition.

PORK WILL
BE CHEAPER

Toronto, Nov. 1.—Commencing today
the Board of Commerce order, made in
September, requiring a general reduction
in the wholesale prices of pork
products to the levels prevailing on
March 10th last, becomes effective. J.
S. Lundy, representative of the Attorney
General's Department, stated last night
that he would institute prosecutions
at once if the order was not obeyed.
He had not received, he said, any
information from the Board of
Commerce to the contrary and that
therefore, he was prepared to enforce
the regulation.

The order means a cut in prices
ranging from two to fifteen cents per
pound, the drop on the majority of the



Wood's Phosphorine:
The Great English Remedy.
Tones and invigorates the whole
nervous system, makes new blood
in old veins, cures Nervous
Debility, Mental and Brain Worry, Loss
of Energy, Palpitation of the Heart,
Failing Memory. Price 2s. per box, six
for 10s. One will please, six will cure. Sold by all
druggists or mail in plain pkg. on receipt of
price. No return of money. THE WOOD
MEDICINE CO., TORONTO, ONT. (Patented, U.S.A.)

IF YOU ARE INTERESTED IN

LOWER INSURANCE RATES

Than You are Now Paying, Consult

LEONARD C. BOX

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Insurance, Real Estate, Stocks and Bonds.
Queen St., opp. Post Office, Fredericton, N. B.

Canadian National Railways

ST. JOHN RIVER VALLEY ROUTE

TRAIN SERVICE BETWEEN ST. JOHN and GAGETOWN,
FREDERICTON, WOODSTOCK and
CENTREVILLE.

Passenger Train Service Tuesdays, Thursdays
and Saturdays

Read Down	(Eastern Standard Time)	Read Up
12.55 p.m. Lv. ST. JOHN	Ar. 2.05 p.m.	
3.10 p.m. Lv. GAGETOWN	Ar. 4.15 a.m.	
4.30 p.m. Ar. FREDERICTON	Lv. 10.30 a.m.	
5.00 p.m. Lv. FREDERICTON	Ar. 10.00 a.m.	
7.47 p.m. Lv. WOODSTOCK	Ar. 7.12 a.m.	
9.00 p.m. Ar. CENTREVILLE	Lv. 6.00 a.m.	

Mixed Train Service on Mondays, Wednesdays
and Fridays.

Leaving Fredericton for St. John at 2.00 p. m.

For further information apply to TICKET OFFICE.

Canadian National Railways

NEW THROUGH SERVICE

ST. JOHN TO QUEBEC

Via ST. JOHN RIVER VALLEY and TRANSCONTINENTAL
RAILWAY.

(Eastern Standard Time.)

Tue., Thur., Sat., 12.55 p.m. Lv. ST. JOHN	Ar. 2.05 p.m. Tue., Thur., Sat.
Tue., Thur., Sat., 1.30 p.m. Lv. Westfield Beach	Ar. 1.30 p.m. Tue., Thur., Sat.
Tue., Thur., Sat., 3.10 p.m. Lv. Gagetown	Ar. 11.50 a.m. Tue., Thur., Sat.
Tue., Thur., Sat., 4.30 p.m. Ar. Fredericton	Lv. 10.30 a.m. Tue., Thur., Sat.

(Atlantic Standard Time)

Tue., Thur., Sat., 6.25 p.m. Lv. Fredericton	Ar. 11.15 a.m. Tue., Thur., Sat.
Tue., Thur., Sat., 8.00 p.m. Ar. McGivney	Lv. 9.35 a.m. Tue., Thur., Sat.

Tue., Thur., Sat., 8.10 p.m. Lv. McGivney	Ar. 7.45 a.m. Tue., Thur., Sat.
Wed., Fri., Sun., 1.35 a.m. Ar. Edmundston	Lv. 2.50 a.m. Tue., Thur., Sat.

(Eastern Standard Time)

Wed., Fri., Sun., 12.45 a.m. Lv. Edmundston	Ar. 1.40 a.m. Tue., Thur., Sat.
Wed., Fri., Sun., 6.00 a.m. Ar. Moncton	Ar. 9.00 p.m. Mon., Wed., Fri.
Wed., Fri., Sun., 11.00 a.m. Ar. QUEBEC CITY	Ar. 3.45 p.m. Mon., Wed., Fri.

THROUGH BUFFET SLEEPING and PARLOR CAR between St. John,
Fredericton and Quebec.

For particulars, rates, etc., apply TICKET OFFICE.