

AROUND THE CITY

With the approach of the New Year and the expected beginning of the hockey season there is reason to believe that Fredericton and vicinity will see a revival of interest in Canada's national winter game. It is about twenty-three years since organized hockey was introduced into this city. At that time there was no covered rink except the curling rink in Brunswick street and it was available for the game only late in the winter after the "roarin' game" was finished for the season. For that reason the beginnings of organized hockey were in open-air rinks the first of which was in George street near the High School building. The contending teams usually were Fredericton and the Royal Canadian Regiment, No. 4 Company of that corps then being stationed here. Games were played in the afternoon the lighting not being good enough to permit of playing at night. Mr. George Price who came here from Amherst and was a member of the firm of Adams & Price, undertakers, was chiefly responsible for introducing the game. The soldiers had some players who were considered good at that time and there were fast and furious matches with honors pretty evenly divided. In those days Marysville boasted of a real skating rink although it now is a thing of the past and on that account played a much superior brand of hockey to that played here. The Marysville rink also was the mecca of those who skated for pleasure, buses running from Fredericton on "Carnival" nights or other nights when there were unusual attractions.

The vacant lot which was the site of the George street open-air rink was built upon and a rink was established later on the river ice opposite the City Hall. After that the R. C. R. maintained one in the Barrack Square and in the winter of 1902 a city league played there afterwards the contending teams being R. C. R., University of New Brunswick and the Curling Club. The latter won the league. Among its players still in Fredericton are J. J. F. Winslow, "Chipper" Hatt and H. R. Babbitt.

The first matches in a closed rink used to be played after curling was over, in the curling rink. The St. John Mohawks and other teams were seen there in the autumn of 1902 after the

project had been discussed for several years the erection of the Arctic Rink was begun. Among those interested were the late W. T. Whitehead and A. E. Hanson. Difficulty was encountered in building the structure as the arches collapsed before the roof was on. This was remedied but when the weight of snow came on the roof the first winter it sagged badly and supports for it had to be placed on the ice. The next year it was trussed so there was no further danger of sagging. The winter of 1903 saw the first league hockey—both city and provincial. This St. Stephen Thistles won the league that season and the Trojans won the city league the other teams being R. C. R., University, Bicycle & Boating Club, now A. & B. Club. The Trojans with a team strengthened for the occasion went after the provincial championship at St. Stephen but were beaten by a close margin.

The Arctic Rink however was not the first covered rink to be built in Fredericton as at least twenty years the corner of York and Saunders streets. It was exclusively devoted to pleasure and speed skating as its shape prevented the playing of hockey and as a matter of fact that game still was in the form of "shinny" or "hurley" at that time. Many excellent costume carnivals were held there. On one occasion a skater appeared in a coffin one end being removed to permit of skating. The coffin had a glass front and the unfortunate skater falling during the carnival cut himself so severely on the glass that he narrowly escaped death by bleeding. That rink was destroyed by fire.

Once again the eternal problem of icy sidewalks is with us and the solution is not yet. Already bones have been broken in falls. The scarifier has not yet made its appearance. In former seasons it was much criticized but in general did good work after much experimentation. Still, when all is said and done, there is nothing much better than the good old-fashioned sand to prevent slipping although coal-ashes have their uses if no sand is available.

Why is it that everyone has an irresistible desire to laugh when someone else slips and falls on the ice? Tuesday evening a tragedy was wit-

SPECIAL TRAIN SERVICE FOR THE HOLIDAYS

Daily Excepting Sunday Passenger Train on Valley Ry. Between St. John and Fredericton.

During the Christmas and New Year holiday season, the Canadian National Railways will operate a special passenger train service via the Valley Railway between St. John and Fredericton. In addition to the regular service now in effect, this passenger train will leave Fredericton (daily except Sunday) at 7:00 a.m., arriving in St. John at 10:30 a.m.

Returning the train will leave St. John at 4:30 p.m. and arrive in Fredericton at 8:00 p.m. This special service will be in effect from Monday, December 22nd, to Saturday, January 3rd, 1920 (inclusive) and will greatly accommodate the travelling public, providing also for the increased holiday travel.

Regular passenger fares will apply between all points between St. John and the Capital City.

nessed on Queen street and there were many smiles. A man carrying a large framed picture suddenly found himself hurtling through the air toward Mother Earth. Just how it happened no person could tell but the picture shot backward over his head and both came to a stop at the same time. Tenderly a bystander helped the injured one to his feet and he seemed without serious hurt but the picture never was the same again. Later the owner of the damaged property was seen wending his way slowly—and carefully—back to have the glass replaced in the frame.

London newspapers commenting on the visit of H. H. H. the Prince of Wales to this province, recall the fact that Cobbett who later became a prominent figure in Old Country politics, served in both Fredericton and St. John with the 94th Regiment of which he was regimental sergeant-major. Cobbett was in New Brunswick from the ages of eighteen to twenty-six and at St. John became acquainted with "Jenny" the girl who later became his wife. Tradition says that he was attracted by the fact that the girl was washing clothes in the open air in spite of the wintry atmosphere. How many St. John girls could Cobbett find doing that nowadays? Cobbett himself has left record of the fact that while quartered here he spent many happy hours at the home of a farmer whose place was located on one of the nearby branches of the St. John river. The farmer, as might be expected, had a very attractive daughter. It is not known where the farm was but the majority of those who have investigated, incline to the belief that it was on the Nashwaak although some favor the Oromocto.

Cobbett's promotion to regimental sergeant major at so tender an age is accounted for by the fact that the standard of education was low in those days and few enlisted men in the army had even the rudiments of education. Cobbett being well educated received the senior N. C. O.'s appointment soon after enlistment.

Coal and sugar supplies, hips and almost everything except prices are being reduced these days.

Life is real, life is earnest. The period between our ice worries and coal difficulties is not long enough.

SHIPMENT OF CANADIAN GOLD

Ottawa, Dec. 12—Twenty million dollars in gold are being shipped from Ottawa to New York. Part of the gold has arrived, the remainder is on the way. The recent heavy slump in the rate has been already reflected in serious interference with business between the two countries. Uneasy over fluctuations and the lack of stability, the Post Office Department has sent instructions to all Post Offices that issue of money orders payable in the United States is suspended for the time being. Issue will not be resumed until the exchange rate shows signs of stability. That, it is hoped, is not more than a few days distant. Shipments of gold to New York are expected to have the needed stabilizing influence.



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The Great Problems of Reconstruction

With the return of Canada to Peace the telephone systems of the Dominion are faced with an enormous programme of new construction and delayed maintenance and in these important matters the New Brunswick Telephone Company has to assume its full share of responsibility.

Reserve equipment normally maintained and necessary to give prompt connection to new subscribers was entirely used up through war conditions and the accumulated growth of population together with the after-the-war expansion of business so noticeable on every side have made telephone demands almost overwhelming.

Only by hitherto unheard of extensions can the existing excess burden of traffic be met and the requirements of the future be provided for. It has taken a large expenditure to enable the Telephone Company to live up to its obligations in the matter of extensions at war prices, and it will take still greater expenditures to meet the growing demand for long distance service which our geographical position and increasing business relations with the rest of the continent necessitates.

Extension which cared merely for immediate demands would be not only un-

economical, but would also call for constant work that would frequently be detrimental to the service. Thus the Telephone Company must plan its work far ahead and its policy must necessarily be founded upon accurately prepared estimates of what the future has in store for each community affected. During the war scarcity of men and materials and the great increase of cost in doing the work, necessitated the passing over of a great proportion of the Company's maintenance work. After war time conditions have not reduced costs, so this work can no longer be delayed because of excessive cost, but must be carried out in the face of this condition. Upon the important task of the preparation of this Company's development policy and the expenditure of large sums of money on delayed maintenance, eminent engineering specialists and the company's executive officers have been for some time engrossed.

Meanwhile construction is being pushed to the limit of men and materials; much has been accomplished this year and every effort is being made to get back to normal pre-war excellence of operation—a task which the whole-hearted co-operation and support of the people of this province will make easier.

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Canadian National Railways

The New Brunswick Telephone Company, Limited

Executive Offices, St. John, N. B.

With its network of lines reaching into every section of the province, the New Brunswick Telephone Company is of necessity a large property holder, with a big stake in the future welfare of the province. Whatever policy it adopts for the common good must in a greater or lesser degree be reflected in the benefits it derives from its intimate business relations and associations with every community.