

A. T. McMURRAY, D. M. D.

Office Hours 9 to 5.

Dentistry in all its modern branches. Special attention given to the care of children's teeth.

Patients living outside the city can make appointments by mail, and thus do away with an unnecessary delay.

By the use of our improved Electric Light, appointments can be made for an evening.

Lady in attendance. Phone 94

## INTERCOLONIAL RAILWAY

On and after Sunday, October 13th 1907 trains will run daily (Sunday excepted), as follows:

TRAINS WILL LEAVE FREDERICTON.

|                                                              |       |
|--------------------------------------------------------------|-------|
| No. 303 Mixed for Campbellton, Moncton, St. John and Halifax | 5.45  |
| No. 301 Express for Montreal, Chatham, Loggieville           | 18.30 |
| No. 323 Suburban for Marysville                              | 16.20 |
| No. 317 Suburban for Marysville                              | 6.10  |
| No. 321 Suburban for Marysville                              | 11.10 |
| No. 327 Suburban for Marysville                              | 18.40 |
| No. 329 Suburban for Marysville                              | 21.00 |

TRAINS WILL ARRIVE AT FREDERICTON.

|                                                                |       |
|----------------------------------------------------------------|-------|
| No. 318 Suburban for Marysville                                | 8.15  |
| No. 302 Express from Montreal, Quebec, Chatham and Loggieville | 13.05 |
| No. 322 Suburban from Marysville                               | 13.45 |
| No. 326 Suburban from Marysville                               | 18.20 |
| No. 304 Mixed from Chatham Junction, Chatham and Loggieville   | 18.50 |
| No. 325 Suburban from Marysville                               | 19.15 |

All trains are run by Atlantic Standard time. Twenty-four hour rotation. 24.00 o'clock is midnight. Moncton, N. B., Oct. 10th, 1907.

## CANADIAN PACIFIC RY.

Passenger Train Service From Fredericton, Atlantic Time—Effective Oct. 13th, 1907.

### DEPARTURES.

4.20 a. m. EXPRESS for St. John, St. Stephen, St. Andrews, Houlton, Woodstock and points north; Fort Fairfield, Caribou, Presque Isle, Plaster Rock and Edmundston, Bangor, Portland and Boston.

4.00 a. m. MIXED, via Gibson branch, for Woodstock and north; Presque Isle, Plaster Rock, Edmundston and leave St. Mary's at 8.30 a. m.

9.50 a. m. EXPRESS for Fredericton Junction, connecting with Atlantic express for St. John and points east.

8.50 p. m. MIXED for Fredericton Junction, connecting with short line express for Montreal, Ottawa, Toronto and with Imperial Limited and Pacific expresses from Montreal for the west, north west, and Pacific coast; also connects for Vancouver, Bangor, Portland, Boston, etc., St. Stephen and Woodstock.

9.00 p. m. EXPRESS for St. John and points east.

### ARRIVALS.

9.20 a. m. From St. John and east.

11.45 a. m. From Montreal and west, Boston, St. Stephen, Woodstock and Houlton.

8.10 p. m. From St. John and east.

9.05 p. m. From Woodstock and points north, via Gibson branch, arrives St. Mary's 8.35 p. m.

10.40 p. m. From Boston, Portland, Bangor, St. Stephen, St. Andrews, Woodstock and Houlton.

W. B. HOWARD, District Passenger Agent, C. P. Railway, St. John, N. B.

Fire, Life, Health and Accident Insurance

JASPER A. WINSLOW,

Opp. Normal School,

Queen Street, Fredericton.

F. St. John Bliss,

BARRISTER, NOTARY PUBLIC, &c

Secretary-Treasurer of York County.

County Court House, Main Entrance

# CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

## What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

## GENUINE CASTORIA ALWAYS

Bears the Signature of

*Chas. H. Fletcher.*

## The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 N. MURRAY STREET, NEW YORK CITY.

## JOHN G. ADAMS,

THE LEADING UNDERTAKER.

Prompt and careful attention to all orders. The only complete line of Funeral Furnishings in the City and the best Equipment.

Down Town. Next above Queen Hotel. Phone 26.

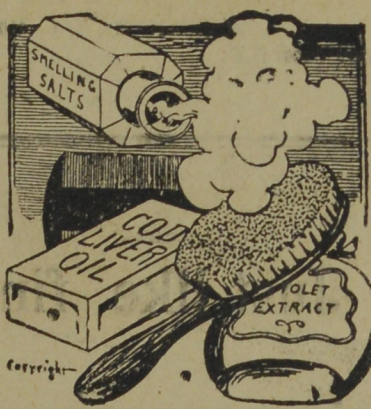
## COAL!

## HARD AND SOFT

## COAL

NOW IN STOCK

## P. FAPRELL



## WHEN OUR BARGAINS ARE EXHAUSTED

you will say with the others that you have seen some of the cheapest selling of

STANDARD MEDICINES, TOILET ARTICLES, ETC.

that you ever saw.

But really there is no "give out" to our bargains. Things sold today are immediately replaced by others just as good and just as cheap. Low prices perch upon great value at all times.

## Alonzo Staples,

York Street Drug Store.

## DR. F. W. BARBOUR,

SURGEON DENTIST,

President and Prizeman Boston Dental College Class 1891. Registered by Mass. State Board of Legislation. Facilities and experience in all branches of Dentistry. Special attention given to saving aching or aching Young lady in attendance.

## CATARRH

## AND DEAFNESS

CAN BE CURED

To convince you we will send you post free, a 25 cent tube of Karn's Australian Catarrh Remedy on ten days' trial. If benefited send us the money. We know our remedy has no equal in curing chronic nasal catarrh, deafness and cold in the head. Write to-day.

The F. E. Karn CO., Limited.

Dept. C.

COR. QUEEN & VICTORIA STS. TORONTO, CAN.

## CANADIAN PACIFIC RY.

BETWEEN Montreal and Vancouver

### "WESTERN EXPRESS"

To Calgary Leaves Montreal Daily at 10.1 Coaches and Palace Sleepers. Tourist Sleepers Sun., Mon. and Thurs.

### "PACIFIC EXPRESS"

To Vancouver. Leaves Montreal Daily at 10.10 p. m. Coaches and Palace Sleepers. Tourist Sleepers Tues., Wed., Fri. and Sat.

NEW LINE TO SPOKANE, WASH., and PORTLAND. Leaves Montreal at 10.10 p. m.

via Canadian Pacific, Crownsnest Branch, Kingsgate and Spokane-International Ry., connecting at Spokane with the Oregon Rd. & Nav. Co. for local stations, Portland, Ore. and all Pacific Coast Points South of Portland.

### VISIT BANFF

The Canadian Winter Resort. Sanitarium Hotel Open for Guests.

W. B. HOWARD, D. P. A., C. P. R. ST. JOHN, N. B.

### TO LET:

Hotel property at west end at present occupied by Jos. Richards Esq., possession given May 1st. next.

### FOR SALE:

Several farms as well as lots in the city or its vicinity, including 60 acre farm with good buildings, and within 4 miles of the City Hall, and cuts 20 tons of hay.

### TO LOAN:

Money on mortgage at lowest rates. SLIPP & HANBURY, Barristers, Fredericton, N. B., ed.

## THE LONDON "BUS."

Favorite Vehicle of British Metropolis Severely Criticized.

Did you ever see a fat man losing ground as he runs to catch a train? Probably. If so you have seen the nearest human equivalent to the speed of a London omnibus. The London omnibus—or "bus," as it is commonly termed—is not a thing to be considered lightly. There is something so solemn and awe-inspiring in its steady lack of speed that words fail the passenger who faint would hurry; and anyway his thoughts could have no legitimate expression under existing laws.

The fat man losing ground while running to catch a train is liable to an attack of heart failure. So is the London bus passenger who feels that a train must be caught, or that a destination must be reached within any given time.

After one has seen a London bus he realizes the mechanical ideal that has inspired designers of challengers for the America's Cup. The bus is built on solid, substantial, British lines, resisting obstructions to the last degree—air, water and mud.

For centuries the world has known and respected the resisting qualities of the British troops. When they have met their foes, have they wavered or faltered in fighting every inch of the ground? Never! Something "has got to bust" when Britons go into action—sometimes the Britons themselves, but the balance of victories is on their side.

The London bus is British from its rain swept top seats to the place where the springs ought to be, and when it meets a sea of mud, think you it fears to give battle? Not while it hangs together! Onward plunges the gallant "bus" through torrents of garbage, wrecking substance; bumping, bumping, bumping, shaking, palpitations, heaving, rocking from end to end and side to side—an invaluable training for an ocean voyage—and at the end of a few hours reaches a point somewhat nearer its destination than it was before starting—unrecognizable but triumphant.

Agassiz, pre-eminent as a naturalist, after seeing a single detached bone, could reason out the whole structure of the animal of which that bone had been a part. What Agassiz was to animal life all Londoners are to vehicles. They see a fearsome mountain of mud approaching. The foreigner thinks it an evidence of a landslide, but even the small Londoner knows it to be a bus, and the expert adult can tell by the texture of the mud what route it has passed over.

If that brilliant but misguided map maker Napoleon Bonaparte had had a loyal fleet of London buses when he tried to cross the English Channel Admiral Nelson's name would have appeared only in the appendix to naval history. It so happened, however, that Nelson had in his service several boatloads of men well qualified to drive buses, and their resolute methods of driving through obstacles won Trafalgar and made famous the saying, "England expects every man to do his duty."

Although the all conquering spirit of the London bus has imbued British armies for hundreds of years the symbol itself has not been used in warfare. However, the War Office and the Admiralty may yet advocate the use of squadrons and batteries of buses to dislodge future enemies from exceptionally strong positions. Water-locks and Balaklavas could be won easily with buses to do the charging. What would a few thousands of mere men avail before vehicles that had bidden bold defiance to London streets?

Port Arthur would hoist the white flag when it heard the buses coming. Gibraltar, if in other hands than English, would take to its heels.—New York Herald.

### Carried It In His Head.

When four years old Mozart played minuets and learned music with facility, and at the age of six he composed a concerto for the harpsichord, which, though written strictly in accordance with the principles and technique of his art, was yet so overloaded with difficulties that it could not be played.

It is related that Mozart once happened to put off some music that he had been engaged to furnish for a court concert so long that he had not time to write out the part which he himself was to perform.

The Emperor Joseph, who was of a curious turn, chanced to be in the composer's studio when he asked: "Where is your part? I do not see it among these sheets of music."

"Here," responded Mozart, touching his forehead.

### "Hanged" and "Hung."

Perhaps the Bible has had an influence in preventing many people from distinguishing between the uses of "hanged" and "hung," says a London writer. They "hanged" Haman, but the Jews in captivity also "hung" their harps upon the willows, and in the New Testament we read "it were better for him that a millstone were hanged about his neck." If "hanged" was correct in either sense in the days of the authorized version, those who are not strong upon grammar may be subconsciously induced to believe that "hung" is correct in both senses now. But it is curious that the exclamation "I'll be hanged!" never appears as "I'll be hung!"

### Clever Woman.

"There is no use trying to deny it," said one man to another. "Blims is badly married. I hate to say it, but it's so."

"How do you know?"

"By a talk I have just had with him."

"Does he complain?"

"No. That's the pathetic part of it. He was telling me how good natured and clever his wife is because this morning she showed him how to fasten his braces to his trousers with a hairpin."—London Tribits.

## ANCIENT TRADES UNION.

The Company of Pewterers, Which Was Composed of Masters Only.

Unlike the trades unions of today, the Company of Pewterers of olden times was composed of the masters only, and disobedience of the rules was punished with a vigor far exceeding anything of the kind at the present day. The laws were made for the protection of the general public and not for the workingman alone; consequently the articles turned out by a master pewterer and bearing his "touch" had to be up to a given standard of excellence. Before a man could set up as a master pewterer he was obliged to serve an apprenticeship of about six years, after which he had to produce his "essay" pieces under certain test conditions, and only after these pieces had been approved by the authorities of the craft was he allowed his freedom and permitted to register his private "touch" at the company's hall and set up as a master pewterer.

The company was not content merely to pass upon the work of a craftsman, but came very near regulating the minor details of his life. The penalty was very heavy for employing a helper who had not served a regular apprenticeship, and any master so daring as to employ a foreigner was fined £10, and all articles made by him were confiscated, the object being to keep the trade secrets from spreading.

## CONFECTIONERY.

The Sugar Plum Is the Most Ancient Kind of Sweetmeat.

The most ancient kind of sweetmeat is the sugar plum. It was the invention of Julius Dragoon, a noted Roman baker and confectioner, who belonged to the family of Fabius. According to an authority on ancient history, it was in 177 B. C. that he made the great discovery which for twenty centuries has done so much damage to teeth.

These bonbons, called dragat, after their inventor (dragat in French), remained the exclusive privilege of the family of Fabius. But at the birth or marriage of one of that family a great distribution of dragat took place as a sign of rejoicing. The custom is still observed by many of the nobility of Europe.

Burned almonds are purely of French origin, owing their inception to the gluttony of a certain French merchant. One day Marshal Duplessis-Fraulin, an old gourmet, sent for Lassagne, who had already invented many a toothsome dainty, to concoct a new bonbon for him. Lassagne searched, reflected, combined, until finally he conceived a delicious bonbon, which he baptised gloriously after the name of his master, praline, the French for burned almonds.

### The Old Time Stagecoach.

In 1762 there were, strange as it seems, only six stagecoaches running in all England, and of course these were the only public vehicles for travelers. Even these were a novelty, and a person named John Crosset thought they were such a dangerous innovation that he wrote a pamphlet against them. "These coaches," he wrote, "make gentlemen come to London upon every small occasion, which otherwise they would not do except upon urgent necessity. Nay, the convenience of the passage makes their wives come often up, who rather than come such long journeys on horseback would stay at home. Then when they come to town they must be in the wade, get fine clothes, go to plays and treats and by these means get such a habit of idleness and love of pleasure that they are uneasy after."

### The Chameleon Goshawk.

I know no bird which passes through so many changes of plumage and color of eyes as the goshawk. A young one which I have mounted is about the size of a small hen and is covered with white down. His eyes are pale blue. I colored the eyes exactly from life. When fully grown, the first plumage is dark brown above and the eyes are pale yellow. No one would be likely to suspect this being a goshawk who had seen only adult birds. Later it changes to the dark slaty blue of the adult, and the eye, after passing through all the intermediate changes in color from straw yellow, orange yellow and pink, finally assumes the deep rich red of the adult. I know no other hawk, adds Manly Hardy, writing in Forest and Stream, so handsome as the goshawk.

### American Regard For Women.

Toward women the American man's attitude is fine. She is neither his deity nor his doll. He simply treats her with deference. His chivalry has as little to do with saccharine utterances, scraping feet and bended knees as has his patriotism with hysterical shriekings and the waving of ensanguined flags.—Lippincott's.

### One's Point of View.

"I liked that play we saw last night because it has a happy ending."

"Why, man, the husband in it terrorizes his wife into trembling and silent submission and ends by killing his mother-in-law!"

"I said it had a happy ending."

GRAND VALLRY, Ontario, Decem-23—(Special.)—Mrs. McClelland, wife of Councillor James McClelland, died yesterday of burns received by falling down the cellar steps with a lamp in her hand on Saturday evening.

Mrs. McClelland was in her 50th year, and leaves besides her husband four children, one being Dr. William McClelland, of this place.

## HAD THIRTY-TWO BOILS ON HIS BACK AT ONE TIME.

TWO BOTTLES OF BURDOCK BLOOD BITTERS CURED HIM.

Boils are simply evidence of the bad blood within coming to the surface.

Just when you think you are cured of one, another seems ready to take its place and prolong your misery.

The only way to rid yourself of boils, pimples, and all skin blotches and blemishes, so that they will never return to bother you again, is to have the blood thoroughly cleansed of all its impurities.

For this purpose there is no other blood medicine to equal Burdock Blood Bitters.

It has been on the market for over thirty years, and in that time we have received thousands of testimonials stating positively that it will cure the worst known cases of boils.

Mr. James Combs, Eden, Ont., writes: "I think Burdock Blood Bitters a great medicine for boils. I had them so bad I could not work. I had thirty-two on my back at one time. I used only two bottles of B.B.B. and they completely cured me. I cannot recommend it too highly."

For sale at all Druggists and Dealers.

## CHRISTMAS

AND

## NEW YEARS

LOWEST ONE-WAY FIRST-CLASS FARE

FOR ROUND TRIP

Going Dec. 21, 1907, to Jan. 1 1908 inclusive, good to return until Jan. 3 1908.

Between all Stations on Atlantic Division, and Eastern Division to and including Montreal. Also from and to Stations on D. A. R. and I. C. R.

### TO STATIONS WEST OF MONTREAL

Lowest One-Way First-Class Fare

Dec. 24, 25, 1907, good for return until Dec. 26, 1907. Also on Dec. 31 1907 and Jan. 1, 1908 good for return until Jan. 2, 1908.

Lowest One-Way First-Class Fare to Montreal, Added to Lowest One-Way First-Class Fare and One-Third from Montreal

Dec. 21, 22, 23, 24, and 25; also Dec. 28, 29, 30, and 31, 1907, and Jan. 1 1908, good for return until Jan. 3 1908.

Full Particulars on Application to

FRED. B. EDGEcombe or

W. B. HOWARD, D. P. A., C. P. R. St. John, N. B.

## INTERCOLONIAL RAILWAY

XMAS AND NEW YEAR.

Will sell round trip tickets at

FIRST CLASS ONE WAY FARE

between all stations on the Railway and to points beyond St. John to Montreal.

Going Dec. 21 to Jan. 1.

Returning Jan. 3, 1908.

To points beyond Montreal—

Going Dec. 24, 25.

Returning Dec. 26, 1907.

Going Dec. 31, Jan. 1.

Returning Jan. 2, 1908.

FIRST CLASS ONE WAY FARE

to Montreal, added to

FIRST CLASS ONE WAY FARE AND ONE THIRD

from Montreal to Detroit, Michigan, Port Huron, Michigan, Sault Ste. Marie, Michigan, Port Arthur, Ont., and stations east.

Going Dec. 21, 22, 23, 24, 25, 28, 29, 30, 31, Jan. 1.

Returning Jan. 3, 1908.

dec16d7.

## NOTICE

SEALED TENDERS addressed to the undersigned, and endorsed, "Tenders for Mills Point Wharf," will be received at this office until Friday January 10, 1908, inclusively for the construction of a wharf at Mills Point, Northumberland County, N. B., according to a plan and specification to be seen at the offices of E. T. P. Shewen, Esq., Resident Engineer, St. John, N. B., Geoffrey Stead, Esq. Resident Engineer, Chatham, N. B., on application to the Postmaster at Hardwicke, N. B., and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the printed form supplied, and signed with the actual signatures of tenders.

An accepted check on a chartered bank, payable to the order of the Hon. ourable the Minister of Public Works, for twenty-two hundred dollars (\$2,200.00), must accompany each tender. The check will be forfeited if the person tendering declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The department does not bind itself to accept the lowest or any tender.

By Order, FRED. GELINAS, Secretary.

Department of Public Works,

Ottawa, December 11, 1907.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.