

Pieced Persian Lamb Jackets, Mink Collars and Reverses, Only \$90

These jackets look as well and wear as well, as full skinned jackets at double the price. **Ladies' Fur-lined Coats, Alaska Sable Collars and Reverses, \$52.50 and \$75.00.**

F. S. THOMAS, FASHIONABLE FURRIER,
539 MAIN ST. - NORTH END.

IF YOU WANT CAPS

We have them of every description, and for every purpose. Best in quality, finish and style. Extensive assortment of Children's Cloth Tams, Turbans, Jockey and Varsity Caps, 25c., 50c., 65c., 75c., \$1.00 and \$1.25 each. Boys' Glens and Golf Caps, Men's Outing Caps. Tell your needs and we can supply you.

THORNE BROS. HATTERS and FURRIERS 93 KING STREET

TOYS AND DOLLS IN GREAT VARIETY.

We have an exceptionally well-assorted stock of CHRISTMAS GOODS: Games, Dressing Cases, Bibles, Prayer Books, Annuals, Leather Goods and Novelties of all kinds. A beautiful line of Christmas Post-Cards and Post-Card Albums. Presents for everybody can be procured here.

Lowest prices, greatest assortment at

D. McARTHUR'S, 84 King Street.

St. John, Dec. 4.

Christmas is Drawing Near!

We have this season made a special effort to get a fine and well assorted stock for Christmas shoppers, and we are now in a position to show you one of the most up-to-date stocks in Men's Clothing and Furnishings.

Overcoats, from \$5 to \$15.

Suits, from \$8 to \$15.

Underwear, 50c. to \$1.50 per garment.

Sweaters, from 75 cents to \$3.

Mufflers, from 50 cents to \$1.

Neckties, from 15 cents to 50 cents.

Gloves, from 25 cents to \$1.50.

Suspenders, from 19 cents to 75 cents.

Handkerchiefs, from 5 cents to 50 cts.

Don't forget we buy for cash and sell for cash, therefore we can sell you goods for less money than you can get elsewhere.

CASH CLOTHING STORE.

CHAS. A. MAGNUSSON & Co.

73 Dock Street, St. John, N. B.

Open Evenings

ROCHE

Desires to show you his Christmas Stock of

TOILET SETS

—AND—

FANCY CASES

—AT—

23 CHARLOTTE STREET.

Gold Days Will Soon Be Here,

and you will be in need of a heating stove, why not prepare for it by buying your stove now. We have in stock a large assortment that has been but a short time in use consisting of Silver Moon, Tidy, Hot Blast, Prize Heater and others too numerous to mention; we also have on hand some good ranges in first-class order. It is in need of any such goods you can save money by buying from

W. J. NAGLE & SON

Furniture, Stoves, Carpets,
148 to 154 Charlotte street (Cor. Duke).

PUMPS.

Standard, Duplex Pumps, Outside Packed Plunger Pumps, Automatic Feed Pumps and Receivers, Independent Jet Condensers and Air Pumps, Side Suction, Belt Driven Centrifugal Pumps, Steam and Oil Separators.

E. S. STEPHENSON & CO.,

17-19 Nelson street, St. John, N. B.

Fire and Marine Insurance,

Connecticut Fire Insurance Co.,

Boston Insurance Company,

VRUOM & ARNOLD,

160 Prince Wm. Street. - Agents.

Pianos

FOR THE

CHRISTMAS TRADE

We are making arrangements for a large December sale of pianos and organs, for the Xmas trade; and will sell our incomparable stock at special prices and terms for the occasion. Anyone wanting a piano or organ should give their order without delay, either to be delivered now or a little later. Do not fail to write or call. We also have the Victor, Edison, Columbia and Clarion phonographs and talking machines, and records; also violins and other small musical instruments.

The W. H. JOHNSON CO., Ltd.,
7 Market Square, St. John, N. B.

Also HALIFAX, SYDNEY, NEW GLASGOW.

YOUR AD. HERE

Would be read by thousands every evening

TRANSATLANTIC TRAVEL IN THE LAST 56 YEARS

Steam and Speed Have Banished the Romance of Sailing Ships

Into the Dim and Distant Past--Ocean Records Made In a

Half Century--Modern Fleet of Liners More Than Trebled

In Decade--Trip Now Ferry Ride.

"Good-by Romance," the skipper said; He vanished with the coal we burn; Our dial marks full speed ahead, On the speed of time to a turn.

Sure as the tides we have the last element of romantic contact with the person of the jack-tar who knew every rope and spar and could beat the preachers in that he could box the compass forward and backward, whereas they can only repeat their prayers one way.

Steam has supplanted the mighty mission well. So well, in fact, that the ordinary globe trotter thinks little more of a voyage to London than a ferry ride to Staten Island. There is a difference in the fare and the service is better, but essentially the Atlantic Ocean is nothing more than a ferry between continents. The modern liner, driven by powerful reciprocating or turbine engines, makes connections with stated trains, barring fog or accident. Throughout the trip passengers on the big floating palaces are enabled by means of wireless telegraphy to keep in constant communication with both sides of the Atlantic. The arrival of a steamship in port can now be foretold almost to the hour.

From the year 1851 when the steamer Africa made the trip between Liverpool and New York in 10 days and 6 hours, the science of shipbuilding and the development of high-speed engines has gradually cut down the time of passage between Europe and America and drawn the two continents closer together. Steamships which ten and fifteen years ago were considered queens of the sea have now been superseded by vessels of size and speed that was not dreamed of. Their jalousies wrested from them they are now classed as second, third and fourth class boats.

OLD SALTS HAD THEIR LAUGH.

In the early days of transatlantic steamship navigation inferior machinery and poorly modelled ships made travel between the two continents a more or less precarious undertaking. Deep-sea skippers of the old sailing vessels laughed steam and the propeller to scorn, and not without cause, for the very oldest mosebacks still discuss the marvellous feat of Capt. Samuel Samuels, of the Dreadnaught, who sailed from Sandy Hook to Queenstown in 10 days and 17 hours in 1859. During the entire 2,800 miles the swift vessel maintained an average speed of over twelve knots an hour.

But steam soon overtook the sailing craft and left her hull down on the horizon of transatlantic transportation. Between 1850 and 1890 steam vessels developed gradually. During the last ten years the growth of the mighty transatlantic fleet has been stupendous. The present year will mark an era in ocean navigation in having witnessed the practical operation of the turbine engine and the passage of the first boat in less than five days. For years the dream of the ocean navigator has been to command a four-day boat and the honor of staying inside of the five-day mark, and getting well on toward the hoped-for times when Capt. Watte when he brought the Lusitania from Queenstown to Sandy Hook in 4 days, 19 hours and 52 minutes.

Following are the records of transatlantic steamships in the last fifty-six years:

	Days.	Hours.	Mins.
1851 Pacific	9	19	25
1851 Baltic	9	13	42
1856 Persia	8	17	47
1866 Scotia	8	2	48
1875 Baltic	7	29	9
1875 City of Berlin	7	16	48
1876 Germania	7	11	27
1877 Britannic	7	10	10
1880 Arizona	7	7	23
1882 Alaska	6	18	37
1884 Oregon	6	10	—
1884 America	6	10	—
1885 Etruria	6	5	31
1887 Umbria	6	4	12
1888 Etruria	6	1	55
1889 City of Paris	5	19	18
1891 Majestic	5	18	8
1891 Teutonic	5	16	31
1892 City of Paris	5	14	24
1893 Lusitania	5	13	8
1894 Campania	5	9	29
1894 Lusitania	5	8	28
1894 Lusitania	5	2	32
1895 Asia	4	10	2
1897 Lusitania	4	19	52

The great transatlantic passenger fleet of today consists of eighty-eight steamships, owned by twelve lines. This number does not include the scores of tramp and semi-passenger lines of vessels which extend to every part of the world from New York. The total tonnage amounts to 1,102,400, while the mammoth engines of this fleet have a united strength of 1,184,404 indicated horse-power.

FLEET HAS TREBLED.

The steamers that plough across the Atlantic Ocean between east and west today are treble the number of ten years

BILIOUS PALENESS NOW EASILY CURED

If you wish to get better, the very root of the trouble must be reached.

This can be accomplished only by Ferrozone—a remedy that strengthens the system, the blood, the liver and kidneys.

Ferrozone is a food for the nervous system.

It fortifies and strengthens it.

The nervous system controls all the functions of the body.

Improve its tone, you improve the tone of the whole body and this is what Ferrozone accomplishes.

Its first action is to fortify digestion—this means nourishment and more building material.

Ferrozone makes rich, red blood—lots of it, and this means the proper action of all the large and vital organs of the body.

Quickly there comes strength, vigor, endurance—that glow of feeling which we call health.

You are sure of robust health, sure of strong nerves, good appetite, sure to look and feel your best if you use Ferrozone; try this great tonic, sold everywhere in 50c. boxes.

ago. Then there were twenty-one first-class steamers, with a total tonnage of 183,372 and an indicated horse-power of 244,000. The comparison of these figures with the totals of the present day will give a fair idea of the growth of transatlantic service. In those days the St. Louis the St. Paul and the New York represented the American line; the Philadelphia the British; the Anchor line the German; the Atlantic Transport line's four vessels were placed in commission since 1897. Four vessels were then operated by the Cunard line, among them the still famous Lusitania. In the last ten years eight steamships flying the Cunard flag have been launched, including the record-breaking turbines, the Lusitania and the Mauretania.

The French line, which had three vessels, has doubled its fleet; the Hamburg-American line has entered the American field since 1897 and now owns a fleet of fifteen splendid transatlantic liners. The five ships of the Holland-America line were all built within ten years. The North German Lloyd line's fleet of four liners in 1897 has since been increased to sixteen modern steamships. The four vessels of the Red Star line were built within ten years, and the same might be said of the Scandinavian-American line. Six new steamers have been added to the White Star line and three to the Wilson line.

The number of passengers conveyed across the Atlantic yearly in these huge floating hotels goes into the millions. As an express service between two countries the value of high-speed steamships was demonstrated less than a month ago, when in response to a demand for gold to allay the Wall street panic and money market stringency, \$100,000,000 in specie was hurried across the ocean in record time.

QUESTION OF NEW WHARVES

Delegation From City Council to Discuss the Matter With the Government.

A delegation consisting of Ald. McGoldrick, Frink and Baxter will leave for Ottawa soon to lay a proposal before the cabinet for the government to build the South Rodney wharf, extending from the harbor line, this action following upon a recent conference with Hon. William Pugsley.

In the proposal as outlined the city will deed to the government the freehold of the land on which the wharves are to be constructed, extending from the end of the 600 foot wharf about 400 feet to the harbor line, and extending northerly about 200 feet, so as to permit of a wharf 630 feet long being built to connect with the 600 foot wharf at an angle on the north side.

It is part of the proposed agreement that in the event of the government building the wharves the wharfage rates to be charged are not to be less than those at the berths owned by the city, and that the wharves and warehouses owned by the government are to be maintained out of the rates so charged.

Hon. Mr. Pugsley has expressed himself in favor of the proposed agreement, and it is understood the delegation will have his support.

Among other matters to be arranged will be the extension of the wharf to the South Rodney wharf. There is no conveyer at the present time, and it will be necessary that there should be some understanding either for the government to build the conveyer the entire length of the wharves or have some assurance that the government wharves will be provided with grain facilities.

There is a feeling among some members of the council that the government should be asked to purchase the entire section known as South Rodney wharf, but it is said that this proposition will not be pressed, as it would involve an additional appropriation of some \$400,000. The estimated cost of the proposed extension is about \$300,000.

Deafness Cannot be Cured.

by local applications, as they cannot reach the diseased portion of the ear. There is only constitutional remedy. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result. The inflammation can be taken out and this tube restored to its normal condition, hearing will be given you, if you catch the cure early. It is caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by HALL'S CATARRH CURE. Send for circulars, free.

Sold by DRUGGISTS, J. CHENEY & CO., Toledo, O.

Take Hall's Family Pills for constipation.

REFUSED TO HONOR

CARNEGIE'S CHEQUE

Pittsburg Banks Juggled Iron

Master's Paper for Half an

Hour.

A Pittsburg despatch of Nov. 30 to the New York World says:—"Andrew Carnegie's personal check for \$80 was juggled before it got past the clearing house red tape and was honored by payment in currency.

The bearer of the check was the crippled widow of a former millman. She had been Carnegie's personal pensioner for years. Yesterday she presented her monthly check to the teller of a downtown bank.

"We are not paying out-of-town checks in currency," said the young man. "You might open an account."

But the teller got no further. "I guess Mr. Carnegie's checks are still good," said the indignant woman. Then she sought out a friend, who took her to a rival bank and saw that she got the cash.

Over five hundred of Mr. Carnegie's checks come to pensioners in Pittsburg every month. This afternoon the Pittsburg clearing house sent out instructions that all of them should be honored in cash whenever presented.

Mr. and Mrs. S. W. Leonard, of Sussex, were registered at the Victoria yesterday.

EVILS AND OTHER EVILS

Editor Times:

Sir:—As a very friendly reader of your good sheet, I am astonished at the title page publicity yielded in last evening's issue to the fatuous and hysterical ravings of a certain irresponsible clique against the cigarette. It is hard to think, and I do not believe that this clique is by any means representative of the honorable and useful body of women to which its members are supposed to belong. At any rate, the item in question supplied a singularly flagrant instance for the appropriate application of the 23rd and 24th verses of the 23rd chapter of St. Matthew's Gospel. The latter verse denounces the proneness of scribes, pharisees and hypocrites to strain at a gnat and swallow a camel. Permit me a little space wherein to whisk off the gnat and to lightly suggest a few prominent camel points:

I am not a cigarette smoker; I am a smoker. I do not approve of any form of smoking for young people. But, permit me to submit my humble opinion that boys of thirty years ago smoked very much more generally than the boys of today. Thirty years ago we all smoked something or other, mostly substances which I should think were infinitely more injurious than the cigarette of today. Then, carpet canes gave very fair results; and some considerable satisfaction was derived from tea leaves smoked in a cork pipe with a straw stem. Clover rolled in ordinary newspaper supplied an excellent substitute for the more genteel and fragrant article. Brown paper bags were somewhat of a last resort. Apple and pear tree leaves had considerable vogue in the autumn season; while, in summer time, dried rose leaves, used in a small clay pipe were the peculiar delight of the cultured few.

When we could get tobacco, we helped ourselves to it without compunction. We smoked ourselves sick; and when well again, repeated the experience.

As purloiners of parental cigars we all had sins to answer for.

But, who could blame us for smoking almost all conceivable kinds of burnable, vegetable matter. Surely, the reproaches are not ours, but rather belong to our parents who studiously refrained, in those days, from supplying us with the necessary funds wherewithal to purchase the real thing.

Thirty years ago no sedulous femininity implored heaven on behalf of our dark and hideous depravity. If we were caught smoking we were promptly and vigorously spanked, and sounds similar to applause, with intersected shrieks, vibrated throughout the immediate vicinity. Thereafter, we were wont to labor under the embarrassing bodies to some secluded spot affording the grateful and gracious solace of a cold stone to sit upon. But, with the passing of pain, there came again the hankering for the flesh pots of Egypt—I regret to say.

Today, boys are different. They are a quieter, somewhat cissier crew. Most of them grow to manhood without even having earned the old-time, honorable decoration of a highly discolored eye won in fair, stand-up, single combat.

Today, boys like school. I have seen some of them shun tests on account of being unable to attend owing to some cause deemed sufficient by their dotting parents. The boy of thirty years ago melted into tears for a reason precisely the reverse. Then, when a boy went to a new school, he made it his particular business to break every school rule during his first term. This he did on principle; and carefully ticked off each rule on his list as he broke it, and did so with considerable satisfaction.

In further proof of this difference between boys past and present, it was a common custom in the old days for a boy to receive two or three thrashings in one day, or, about the same number recorded as given in all the Toronto schools during an entire session.

I am not holding up the harum scarum boy of thirty years ago as a model in all respects. I simply want to show that he was a harder and a harder little citizen than his brother of today; that, if there was anything he ought not to do, he was more likely to do it than the modern article.

Again let me submit my humble opinion that smoking among boys today is nothing to what it was thirty years ago. Further, that I believe this cigarette agitation to be the most absurd conceivable type of bugbear. It says little for the courage, intelligence and practical usefulness of women who have sought publicity that so many vital grievances should escape their attention in favor of the most trifling of all—the cigarette, forsooth! Surely, they cannot be in earnest! Why, the cigarette evil is in reality scarcely a gnat even—it is barely a microbe.

Of course, I am assuming that the cigarette evil referred to is its consumption among boys—not women. So far as women are concerned their sinning is meantime confined to illegally supplying cigarettes to little boys.

Now, let us cite a few camels—real evils of the worst type.

(1) The irresponsible manner in which pocket money is given to children by their parents, thus embuing them with habits of extravagance from their very infancy. The child of today buys most of his pleasures—the child of yesterday created it for himself.

(2) The Candy Curse is immeasurably greater than the cigarette curse: It affects not merely a trifling number of misguided boys, but the whole community of children, and, also, many femininity. This to a very baneful degree. Why not pray heaven to mitigate the candy curse?

(3) The hideous criminality of the feminine cuisine dished up everywhere save in a goodly proportion of private homes, is surely a fitting object for heavenly intervention. We have not all homes of our own by a very long way; and I allude to the slothfully miscooked, unappetizing, stewed, boiled, fried and roasted forms of indigestion which such as have no homes of their own must eat to live, or, more correctly, to exist. Ask any traveling man's opinion on this point; but, as a precaution, first lead him into the wilderness, as his remarks are certain to be tropically luxuriant.

To femininity belongs the credit for the curse of constipation and all its attendant evils; and for the consequent universal success of all patent nostrums.

I have merely cited two prominent camels. There are so many of them that, it is little wonder, therefore, if oppressed with a sense of this inward fact, a certain section should seek another camel beneath a pyramid of cigarettes, and, thereafter, having clambered to the summit of that pyramid, proceed to strain hysterically at the one infinitesimal gnat—the veritable microbe.

F. M. S.

When the Stomach, Heart or Kidney nerves get weak, then these organs always fail. Don't drug the Stomach, nor stimulate the Heart or Kidneys. That is simply a makeshift. Get a prescription known to Druggists everywhere as Dr. Shoop's Restorative. The Restorative is prepared expressly for these weak inside nerves. Strengthen these nerves, build them up with Dr. Shoop's Restorative—tablets or liquid—and see how quickly help will come. Free sample sent on request by Dr. Shoop, Racine, Wis. Your health is surely worth this simple test. All druggists.

See
Page
Two

WILCOX BROS.,

Dock Street and Market Square.

Christmas Shoppers

Will save a world of annoyance by simply opening an account with a strictly reliable Jewelry firm like

DAVIS BROS.,

54 Prince William Street,

St. John, N. B.

Fur Lined Caps
SPECIAL SALE

We have secured about 400 travellers' samples of Fur Lined Caps of latest shapes. Were 50c. to \$1.25.

Now 38c. to 69c.

Hatty, Laflod & Hatty
282 Brussels St.

Jewelry
Gift Pieces.

Choosing a gift is a difficult task. Call and let us suggest some appropriate jewelry token.

We have an elaborate showing of everything suitable for the Holiday Buyer.

Beautiful things in endless variety and design.

FRANK S. ROGERS,
JEWELER.

Opposite Dufferin Hotel.

Special Bible Sale

We have received for immediate sale a fine edition of the

Holy Bible

Profusely Embellished with

Full Page Illustrations

LARGE PRINT EDITION

Size 9¼ by 6 inches

Full Morocco Flexible Cover with Red UNDER GOLD EDGES.

Special Price for Christmas Buyers

\$1.50

This is one-half the regular price. Names can be embossed on cover in gold leaf at a small additional cost.

Barnes & Co.

84 Prince William Street