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CLIFTON HOUSE.

E. GREEN, Proprietor.
Germans and Princess street,
ST. JOHN, N. B.

NICE WILLIAM HOTEL.

Facing the Harbor and Bay of
Opposite Boston and Derby
House. House furnished in re-
sidence. Excellent table. On direct
car line from Station to Hotel.

QUEEN HOTEL.

Hatfield.....Proprietress
PRINCESS STREET.
St. John, N. B.
\$2.00 and \$2.50 A DAY.

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King Street,
St. John's Leading Hotel.
DUND & DOHERTY CO., LTD.
B. Reynolds, Manager.

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ST. JOHN, N. B.
FOSTER, GATES & CO.
GATES.....Manager.

VICTORIA HOTEL.

Letter Now Than Ever.
King Street, St. John, N. B.
JOHN HOTEL CO., LTD.
Proprietors.
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WINE AND LIQUORS.

HARD SULLIVAN & CO.

Established 1873.
Sole Wine and Spirit Merchants,
Agents for
JES WHITE HORSE CELLAR
SCOTCH WHISKY.
SON'S LIQUEUR SCOTCH
WHISKY.
PSON'S HOUSE OF LORDS
SCOTCH WHISKY.
GIG GEORGE IV. SCOTCH
WHISKY.

WINE AND LIQUORS.

WINE'S HEAD BASS ALE.
MILWAUKEE LAGER BEER,
SAYER COGNAC BRANDIES,
and Stores, 44-46 Dock Street,
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WINE AND LIQUORS.

Am. L. Williams, successors to
King Street, St. John, N. B.
and Spirit Merchant, 110 and 112
William street. Established
Write for family price list.

M. & T. McGUIRE.

Importers and Dealers in all
leading brands of Wines and Li-
cours also carry in stock from the
best sources in Canada, very Old Rye,
Ales and Stout, Imported and
Cigars.
and 15 Water Street.
Phone 578.

NERVES, ETC., ETC.

BERT WILBY, Medical Electrician
and Masseuse. Treats all
diseases, weakness and waste
of vitality, locomotor ataxia,
neuritis, sciatica, rheumatism, etc.,
facial blemishes of all kinds re-
sulting from
27 Coburg Street.

UNION FOUNDRY & MACHINE WORKS, LTD.

ENGINEERS AND MACHINISTS.
Iron and Brass Castings.
ST. JOHN. Phone West 15

FRED WILLIAMSON

MINISTERS AND ENGINEER.
Limboast, Mill and General Re-
pair Work.
MANTOWN, ST. JOHN, N. B.
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WATCH REPAIRERS.

Watches, the English, American
and Swiss watch repairer, 138 Mill
Work guaranteed.

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Patents and Trade-marks pro-
Fetherstonhaugh and Co., Pat-
ent Building, St. John.

Musical Instruments Repaired

VIOLINS, MANDOLINS
and string instruments and Bows
repaired.
SYDNEY GIBBS,
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ENGRAVERS.

F. C. WESLEY & CO.
Engravers and Electrotypers,
Water Street, St. John, N. B.
Telephone 382.

WIRING.

WIRING.—Plata wired \$25.00 up.
Electric Co., 34 Dock street.

WATCHES.

Line of Bracelet and other styles
lowest prices.
ERNEST LAW,
Manufacturer of Marriage Licenses,
3 Coburg Street.

HORSES AND CATTLE

LUMP ROCK SALT
Price Low.

Gandy & Allison,

3 & 4 North Wharf.

TRAVELLING DE LUXE ON THE 'NATIONAL'

Travelling from Toronto
to Winnipeg on New Fast
Train makes Cross-Con-
tinent Trip a Delight.

Montreal, July 20.—Enthusiastic
and inspired with a renewed sense of
Canada's greatness, a score of Mont-
real and Eastern Canada newspaper
men arrived in the city this morning
on their return from a memorable trip
to Winnipeg. Memorable that journey
will be beyond all others they have
enjoyed, for by taking it they assisted
in the making of Canadian history.
Last Tuesday night—at 10.46 o'clock
to be precise—they left Toronto in
company with a score of prominent
Ontario journalists, and a number of
eminent railway officials on board the
'National,' the first through train to
make the journey between Toronto
and Winnipeg over the new Transcon-
tinent route. Forty-two hours later
they were exploring the streets of Win-
nipeg as the guests of the Indus-
trial Bureau of that city, and in the
interval they had seen more of the
beauty, and more of the commercial
and agricultural possibilities of the
northland—the newest 'north west'
than any traveller had seen before them.

Three Railways Collaborate.

Three railways united to make this
great route possible—the Grand
Trunk from Toronto to North Bay,
next the Temiskaming and Northern
Ontario Railway which runs through
beautiful lakeland and thriving pulp
wood centres northward to Cock-
rane, and lastly the Canadian Govern-
ment Railways, whose trail of steel
traverses a hitherto unknown agri-
cultural Eldorado for miles to Win-
nipeg.

"See Muskoka and Live," is the Can-
adian parody of the proud Italian
boast "See Naples and die." Muskoka
with its wonderful chain of pine-sloped
lakes was unfolding its beauties in
the soft light of morning when the
early risers of the party awoke on
Wednesday morning, and their entranced
eyes feasted on Nature's wondrous
gift to Canada and the Grand Trunk
Railway until North Bay was reached,
and a feast of another sort was placed
before them—the feast that constituted
a breakfast in the Pullman restau-
rant of that wonderful train, the National.

North Bay has been the scene of
many inspiring episodes, but nothing
of greater or better import has trans-
pired in its history than the arrival
of the first through train to Winnipeg
over the up-to-date route.

Ten large Pullman and passenger
cars, headed by a powerful loco-
motive, comprised the "National," and
the populace of North Bay who had
heard of its coming, turned out break-
fast in hundreds to give it a send-
off on its eventful journey.

Picturesque Timigami.

Northward for 250 miles from
North Bay the T. and O. line—most
fortunate of all the world's railways of
equivalent mileage—carried the trav-
ellers through the picturesque Timigami
region, whose wonders of forest and
lake are such that the eager news-
paper men wished their eyes could for the
time be substituted for their ears that
they might be able to look out of the
windows on both sides of the train at
once, and miss nothing of the attrac-
tions of the journey.

Timigami is the charming Indian
name for "deep water." Lake
Timigami itself is a beautiful inland
ocean whose 3,000 miles of shore line
surround over 1,200 well-wooded is-
lands. Truly a holiday paradise, but
there are many such on the route, and
lake after lake of ravishing beauty
and boundless possibilities for the
hunter and fisherman was unfolded to
the view as the train glided onward.
That each lake should have its individ-
uality impressed upon the tourist is
the aim of the T. and O. Railway,
which introduces each of its beauty
spots by means of a signboard bear-
ing its name.

A lake much less lovely, for it is
now no lake at all, but a tremendous
mudhole with, however, a significant
history, succeeds the delectable lakes
of Timigami. It is the wonder lake
of Cobalt, from whose clay has been
washed silver that has brought wealth
to thousands. Cobalt, a thriving city
of 12,000 inhabitants, had an Orange
demonstration the day before, and the
bunting was left up to add another
touch of warmth to the reception its
inhabitants gave the history-making
train. On through the residential town
of Haliburton sped the iron mes-
senger of progress, on to the famous
CLAY BELT—a name which should
always be written in capitals. From
its start at New Liskeard, throughout
its vast stretches on both sides of the
Transcontinental for miles east and
west of Cobalt, to its northward
limits half way to Hudson Bay it is
treighted with wealth for the settler,
wealth which will be evidenced in the
future by vast areas of golden grain
wealth which will draw the farmers of
Europe and the United States to
uncover it, even as the wheat fields of
the great Northwest in the present
generation lured them before the war.
Englehart, a divisional point, named
after the president of the T. & O. and
noted for its gardens and its beautiful

NEUTRAL VESSEL RESCUING GERMAN AVIATORS WHO FELL INTO NORTH SEA



This striking picture, drawn especially for this newspaper, the New York Herald and the London Sphere, shows a neutral fishing vessel going to the rescue of German aviators, who fell with their plane into the North Sea. Both men were exposed several hours to the cold water and one of them was suffering considerably from shock and chill when rescued. Several similar incidents have been reported from the North Sea.

station, was made a stopping point
while photographs of the party and
the epoch-making train were taken.
Then on past the playground Sesekin-
ka, where the waters divide, past Mon-
teith's celebrated experimental farm,
past Iroquois Falls, the gateway to the
goldfields of Porcupine, the journey
continued to Cochrane.

Cochrane's Great Future

"The Winnipeg of the future" some
one has designated Cochrane. Just
now that thriving junction, where the
T. & O. meets the Canadian govern-
ment railway, boasts only 3,000 in-
habitants. But every one of the 3,000
is a booster for Cochrane, and its
modern hotels, its two vigorously con-
ducted newspapers, and its stores
speak unmistakably of enterprise.
Cochrane's certainty of future great-
ness is based on its position, for it is
the centre from which all radials will
go out as the 30,000,000 acres opened
to the cultivator and the manufacturer
are developed. Just now Cochrane
is a hunter's mecca, for in the woods
surrounding it are found moose, car-
ibou and bear in abundance. Of this
train party had ample evidence,
for through the night a huge bull
moose was stung enough to try con-
clusions with the swiftly advancing
locomotive. Moose meat was the re-
sult.

Rivers which flow northern and to
Hudson Bay are crossed by the tracks
of the Transcontinental after leaving
Cochrane and their waters swarm
with the gamut of the funny tribe—the
Nipigon red-spotted square-tailed
trout, the maskinonge, salmon and sal-
mon trout. Wild fowl are in abun-
dance, and many a shot was aimed in
fancy from the train window which
would have added delicacies to the
larder.

Straight as a Roman road proceeds
the steel on its way to the prairie
through the fertile clay belt. Fringed
on both sides with spruce that rep-
resents untold millions to the pulp and
paper makers, the cutting reveals the
layer of rich loam which already has
produced great crops for the pioneer
settlers.

Sixteen Hours of Sunlight

Sixteen hours of sunlight in this
northern land will ripen crops such as
the west has never seen, and the pas-
sengers in the National were gratified
to discover that after nine o'clock at
night there was daylight enough to
enable them to read if they wished to
in the Pullman. They preferred, how-
ever, to view the scenery. Tokens of
pioneer industry was given in the

model village of Jacksonboro where
the residences of the workers in the
saw mills are built on a modern and
regular plan which will lay the lines
for the development of a prosperous
town.

A town in size teeming with inter-
est, but unapproachable for good rea-
sons comes next in view. It is the alien
detention camp of Opasatika, where
over 1,200 Austrians and Turks are in-
terned under guard of militia men
from Toronto. Visible from the line
the prisoners are evidently comfort-
able, but they are not allowed to loaf,
and are employed clearing the country
of stumps and preparing it for cultiva-
tion. Hearse, the junction with the Al-
gonia Central, was the next stop. Al-
though twice burned out last summer
its brave-hearted settlers have already
rebuilt it into a presentable little town
—a town which looks to the future.
Armstrong and Graham and Reddit are
three more important points along the
route which is fast leaving the wood-
land for the prairie. What are claimed
to be the world's greatest pyrites
mines were passed shortly after leav-
ing Graham, but the contemplation of
the industrial opportunities of this
district was soon forgotten in the lov-
eliness unfolded as lake after lake of su-
preme beauty extended itself. Minaki,
queen of them all, one hundred miles
from Winnipeg, is already a fashion-
able holiday resort patronized by the
elite of the prairie city. Here the
Grand Trunk Pacific have built a sum-
mer hotel, but this the party had not
time to visit. The vast wheat
lands of Manitoba which were entered
next presented a contrast to the wild
woodland which for hundreds of miles
had held the eyes of the travellers,
and they could not help marvelling at
the well-built farmers' residences and
farm buildings, the splendid roads,
and the prevalence of the ubiquitous
automobile.

Reception at Winnipeg.

The Transcona shops of the G. T. P.
were passed a few miles from Win-
nipeg, then the towering cathedral of
St. Boniface caught the eye and in a
few minutes the travellers had reach-
ed the magnificent Union Station of
Winnipeg, their journey over, and their
heads whirling with impressions of the
wonderful new route over which they
had travelled as pioneers.
Something in the nature of a civic
welcome was accorded the newspaper
men in Winnipeg, for they were not
only taken on a tour of the city in au-
tomobiles by the Industrial Bureau,
but short though their stay was, a
banquet provided by the same organi-

zation was given in their honor in the
Fort Garry, the magnificent new hotel
erected by the Grand Trunk Railway,
on the site of old Fort Garry.

The return journey was commenced
at half-past ten on Thursday night,
and to demonstrate that the traveller
from Toronto to Winnipeg has no need
to suffer from monotony the party
were taken by an alternative route to
Fort William where they boarded one
of the Northern Navigation Company's
fine steamers, the Huronic, which was
their home until Sunday morning, and
carried them over lakes Superior and
Huron, through the locks at Sault Ste.
Marie to Sarnia where again the train
was taken.

Entertained at Hamilton.

Wireless communications received
on the boat had informed the party
that the city of Hamilton was prepar-
ing to do them honor, and on arrival
there on Sunday forenoon automobiles
were again in waiting, and led by the
mayor and the fire chief the newspaper
men were driven around the city, visit-
ing the charming grounds and resi-
dence of Mr. Eastwood, of the Hamil-
ton Times, through whose activities
on the trip the entertainment was
brought about. Luncheon at the yacht
club and a motor tour of the Grimsby
district completed Hamilton's hospi-
tality, and the journalists then board-
ed the train to Toronto where the On-
tario party broke up.

The educative value of the tour was
enhanced by the agreeable conditions
which accompanied it. Under the
charge of Mr. H. R. Charlton, general
advertising agent, and his assistant,
Mr. Walter S. Thompson, chief of the
Press Bureau, the arrangements were
carried through without a hitch, and
courtesies were also extended the trav-
ellers by Mr. Brady, general superin-
tendent of the Transcontinental, who
travelled with them from Cochrane to
Winnipeg, and by Mr. H. A. Laird, di-
visional freight and passenger agent
of that line who placed a fund of in-
formation at their disposal.

Nearly three thousand miles by land
and water in five days was the party's
record on their return to Toronto, but
the mileage can give no indication of
the pleasures of the journey. "Travel-
ling de luxe" was the passengers' im-
pression, for the smooth road bed of
the Transcontinental and the magnifi-
cent accommodation and a powerful
police stock insured them against the
discomforts of less up-to-date services.
So it was that when the Eastern
newspaper men arrived in Montreal
they arrived not wearied by their long
journey, but with the air of those who
have just completed a joyous holiday.
And they had just assisted in the
opening of a new link of Empire.
Montreal Herald.

The Daily Fashion Hint.



Water green taffeta bathing suit,
adorned with pinnings and bows of
the same material. Bloomers of black
and white striped taffeta. Hat of white
rubber trimmed with green.

SIR SANFORD FLEMING DIED YESTERDAY

Eminent Scientist and En-
gineer rendered valuable
services to the Dominion
— Came to Canada in
1845.

Halifax, July 22.—Sir Sanford
Fleming, engineer, scientist and pub-
lic man, died here this morning, after
a short illness at the age of 88. Sir
Sanford was known as the dean of the
engineering profession in Canada, and
the "father of the Canadian Pacific
Railway."

Sir George Foster's Tribute.

Ottawa, July 22.—Sir George Foster,

born in Fife, Scotland, on January
7, 1827. He was educated there and
came to Canada in 1845. He joined
the engineering staff of the Northern
Railway, Toronto, subsequently becom-
ing chief engineer. Later he practised
engineering in Ontario and was elected
a member of the Institute of Civil En-
gineers, London, and of the American
Society of Engineers, and elected an
honorary member of the Canadian So-
ciety of Civil Engineers in 1883. He
was chosen by the governments of
Canada, Nova Scotia and New Brun-
swick and Great Britain to conduct a
survey for the first link of a railway
which would join the Atlantic and the
Pacific. His survey showed the prac-
ticability of the scheme, which de-
veloped, when carried out, into the
Canadian Pacific Railway system.
He helped to build the railway system
of Newfoundland. He had much to do
with the adoption of the Greenwich
time as the standard for the world,
reading two papers on the subject be-
fore the Canadian Institute, Toronto,
and visiting Washington in this con-
nection.

In 1879 Mr. Fleming, as he then was,
began to investigate a scheme for
spanning the Pacific Ocean by cable in
an effort to connect up the British Em-
pire by an "All Red" telegraph sys-
tem. He visited Australia and Eng-
land in connection with this work. This
scheme had not been entirely carried
out, but "an all red" route stretches
from Eastern Canada to Australia.
In recognition of his public services
Queen Victoria made him a Companion
of the Order of St. Michael and
St. George, in 1877, an a King Com-
mander in 1887.

Among the many businesses and
other important positions Sir San-
ford has filled are: Member of the
Ottawa Improvement Commission; di-
rector of Hudson Bay Company; direc-
tor of C. P. R.; vice-president Canada
Cement Co.; councillor of the Victo-
rian Order of Nurses; president of the
Ottawa Branch of the Imperial Federal
League and vice-president of the United
Empire League. He was one of the
representatives of Canada at the Col-
onial Conference in London in 1888,
and Ottawa in 1904 and in 1902 rep-
resented Ottawa at the conference of the
Chambers of Commerce of the Em-
pire.

He was honorary doctor of law of
the following universities: St. An-
drew's, Scotland; Columbia College,
New York; Toronto and Queens. Sir
Sanford gave very largely of his
means to Queens, of which he has
been chancellor a number of times.

Sir George Foster's Tribute.
Ottawa, July 22.—Sir George Foster,

acting Premier, made the following
tribute to the late Sir Sanford Flem-
ing tonight:

"The death of Sir Sanford Fleming
deprives Canada of one more of its
outstanding men. His connection with
the early history and construction of
the Intercolonial Railway, his intelli-
gent and very useful contribution to
the construction of the first transcon-
tinent railway, his eminent services
in respect of the Pacific cable con-
necting Australia and the Canadian
colonies entitle him to high rank
among the pioneer builders of the
Empire and give him a distinguished
place in the history and development
thereof. As a man and a citizen he
has enjoyed long years of respect and
esteem and has contributed worthily
to the up-building and ideals of the
communities in which his labors were
so faithfully bestowed."

Changes in Chatham Diocese.

Rev. W. E. Sormany, for many years
of St. Therese Parish, will leave
about the first of August to take
charge of the Parish of Rogersville.
Recently made vacant by the death of
Mons. Richard. His successor in St.
Therese will be Rev. Cajetan Poirier
of St. Basil. Father Lambert of
Nash's Creek has been transferred to
St. Hilaire, Madawaska Co. Rev. Eu-
gene De la Garde, who has been curate
in Bathurst for several years, will re-
place Father Lambert in Nash's Creek.
Father Vautour, recently ordained in
Chatham, will go to Bathurst to assist
Father Wheten.

QUEENS PROBATE COURT.

Before Judge Peters, in the Probate
Court of Queens County, the will of
David Bostwick, late of Wickham,
Queens County, was taken up. An au-
thorization had previously issued to
Judge Armstrong of St. John to take
the proof of the will and the oath of
the executrix. Judge Armstrong hav-
ing duly made his return letters testa-
mentary were granted to Mrs. Mary
L. McKnight, of St. John, a daughter
of the testator. By the provisions of
his will the testator's estate is to be
equally divided among his four chil-
dren, Winnifred Lake, wife of Card-
well Lake, of Boston; Wilhelmina Gor-
ham, wife of Frank Gorham, of St.
John; Ortha B. Bostwick, of Wickham;
and Mrs. Mary L. McKnight. Personal
estate \$500.00. Real estate consists of
land in Kamloops, B. C. Kenneth A.
Wilson, proctor.

Remember!

Singers,
public-speakers,
athletes, toilers—all
know the advantages of
keeping the mouth moist and
refreshed—the throat soothed,
with

WRIGLEY'S

Give the kiddies all they want
—use it yourself, regularly.

Chew it after every meal!

Sealed in wax-wrapped packages to
insure your getting it always fresh,
full-flavored and clean.

Two Delicious Flavors
mighty pleasant to the taste — and
long - lasting. Great
thirst-quenchers.




MADE IN CANADA

The toothsome
tang of fresh
Mint leaves, or
the cooling,
soothing flavor
of Peppermint,
double
strength.
Dee - licious!

Wm. Wrigley Jr. Co.
Ltd., Toronto

900 DROPS

CASTORIA

For Infants and Children.

Mothers Know That
Genuine Castoria
Always
Bears the
Signature
of
Charles H. Johnson
In
Use
For Over
Thirty Years
CASTORIA

Exact Copy of Wrapper.

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