

CUNARD

Regular Passenger Services to all British Ports

CUNARD LINE

TO LONDON.

From Portland, Me.—January 24th
Valencia
From New York—February 6th
Pannonia

TO BRISTOL.

From Portland, Me.—January 31st
Commonwealth

TO LIVERPOOL.

From New York—January 29th
Coronia
From Portland, Me.—February 6th
Saturnia

TO GLASGOW.

From Portland, Me.—January 20th
Saturnia
From St. John—January 31st
Cassandra

ANCHOR LINE

TO GLASGOW.

From New York—February 6th
Orina
For further information apply to local agents or the

ROBERT REFORM COMPANY, LTD.
102 Prince William Street,
ST. JOHN, N.B.

The Maritime Steamship Co.

Limited.

TIME TABLE

On and after June 1st, 1918, a steamer of this company leaves St. John every Saturday, 1.30 a.m., for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.

Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richards, L'Etete or Back Bay.

Leaves St. Andrews Monday evening or Tuesday morning, according to the tide, for St. George, Back Bay and Black's Harbor.

Leaves Black's Harbor Wednesday on the tide for Dipper Harbor, calling at Beaver Harbor.

Leaves Dipper Harbor for St. John 8 a.m. Thursday.

Agent—Thorne & Warehousing Co., Ltd., Phone 2581. Manager Lewis Connors.

This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

GRAND MANAN S.S. CO.

CHANGE OF TIME.

Commencing October 1st and until further notice, steamer will sail as follows:

Leave Grand Manan Mondays, 7.30 a.m., for St. John via Eastport, Campbell and Wilson's Beach.

Returning, leave Turnbull's Wharf, St. John, Wednesdays, 7.30 a.m., for Grand Manan via Wilson's Beach, Campbell and Eastport.

Leave Grand Manan Thursdays, 7.30 a.m., for St. Stephen, via Camp, Eastport, Cummings's Cove and St. Andrews.

Returning leave St. Stephen Fridays at 1.00 a.m. (tide and ice permitting) for Grand Manan, via St. Andrews, Cummings's Cove, Eastport and Campbell.

Leave Grand Manan Saturdays at 7.30 a.m. for St. Andrews, via Campbell, Eastport and Cummings's Cove, returning same day at 1.00 p.m. for Grand Manan via same ports.

SCOTT D. GUPTELL, Manager.

TRAVELLING?

Passage Tickets By All

Ocean Steamship Lines

WM. THOMSON & CO.

LIMITED

Royal Bank Bldg., St. John.

DOMINION COAL COMPANY

DOMINION and SPRINGHILL BITUMINOUS STEAM and C/S COALS

GENERAL SALES OFFICE

112 ST. JAMES ST. MONTREAL

R. P. & W. F. STARR, LIMITED

Agents at St. John.

COAL

BEST QUALITY

REASONABLE PRICE

Wholesale and Retail.

R. P. & W. F. STARR, LTD.

40 Smythe Street—159 Union Street

LANDING

SYDNEY SOFT COAL

JAMES S. MCGIVERN

TEL. 42. 8 MILL STREET

Paul F. Blanchet

Chartered Accountant

TELEPHONE CONNECTION

St. John and Rothesay

BUSY GAGETOWN'S BREEZY NOTES

Many of Its Boys Now in Germany—Interesting and Entertaining Social Events.

Gagetown, Jan. 13.—A number of Gagetown boys are now on the march into Germany, and are much surprised at the lack of antipathy on the part of the German people. Evidently the 26th Battalion is well received, and when the 26th in a later letter, stated in writing to a friend here last week, said that they expected soon to be in Bonn, while Private Eidon J. Belyea, also of the 26th in a later letter, stated that they had crossed the Rhine on Dec. 13th, and were billeted in a small German town. While there, Private Belyea received the Christmas box sent him by the Gagetown Women's Institute, and the people of the house in which he was billeted looked with surprise and wonder at "the lovely things that our women in Canada send to the soldier boys."

Other Gagetown boys in Germany were heard from last week were Sergt. E. P. Babbit, M. M., and Driver Frank Dunn, of the 1st D. A. C., who found the German people in the section through which they were passing, apparently very anxious to please. One of the first of the Gagetown boys to get into Germany was Sergt. Alfred Ashburne of the 1st Div. Salvage Company, who was most struck by the utter exhaustion of the German people. For some time the Germans had been using horses, dogs and even our prisoners to haul their heavy iron treaded motor lorries for which there was no gasoline. When the Canadians marched in, these lorries were found ditched by the roadside where the last man left them. "It made the people open their eyes," Sergt. Ashburne said, to see the Canadians march by with their horses in the track of condition, and every detail of equipment correct.

Lance Cpl. Humbert Gaunce, of the Canadian Engineers, was here from St. John's, Que., last week, spending a few days with his brother, F. W. Gaunce and Mrs. Gaunce. Corporal Gaunce, who resides in Minneapolis, Minn., left here seventeen years ago, and has not since revisited the scenes of his early days. He received a hearty welcome from many old friends, and Gaunce left home last spring to join the Canadian Army and was greatly disappointed when the outbreak of influenza prevented his company from going overseas. He had much to tell of what our Ally to the South has been doing in the war, both at home and overseas, and he also related the terrible story told him by a returned American soldier, whom he knew in Minneapolis, who had taken down with his own hands the body of his chum barbarously crucified by the Germans.

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CRIPPLED SOLDIER PRAISES S. A. HUTS

Received Nothing But Kindness from the Officers Who Served in France.

A strong letter of endorsement of the Salvation Army's work at the front was written by a patient in the Davisville (Toronto) Military Hospital to the Red Shield Drive Committee. The man lost one of his limbs, but was fortunate enough to get back to his own country. His letter is in part as follows:

"I would like to express my thanks for the good I have received at the hands of the Salvation Army Captains and Staff attached to some of the huts overseas. I have always found them generous and more than willing to help the soldiers, and in this way make the boys feel at home and comfortable. I was with the 3rd Canadian Trenching Battalion in England, I had the pleasure of visiting the Salvation Army Huts at many hours there. I have had many meals there and found them as good as any that I could get at home in Canada. The price charged was only 25c. or one shilling. The most usually consisted of good meat and eggs, potatoes, bread and butter, and an excellent cup of coffee. Right here I will state that it was impossible to get the same kind of meal anywhere else for less than 40c. This was in 1918. I was also given a hearty send-off by the members of the staff attached to this hut, when leaving for France. Also received a few little things, such as a memo. book and pencils, from them, which came in very useful later on when I was in France."

"Another thing I will mention is that I was never turned away from the huts hungry if I did not have the money to pay for the food, but they always allowed me to pay up later on when I did have the money. This fact made the boys feel at home, even though they were thousands of miles away from their Canadian homes. I feel that I owe this to the Salvation Army in letting them know the good they are doing for the boys overseas, but will ask you not to publish my name and number."

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BALLOON GETS FROM CREW

Engine Stalls and the Wind Sweeps it Out to Sea—Men Jump to Safety.

Chatham, Mass., Jan. 14.—The engine of a Blimp balloon sent up from the naval aviation camp here today to take photographs of the camp, stalled when the airship was a short distance above the camp and its four occupants, after being carried to Nauset Beach, jumped to safety. The airship had been headed away from the beach, but when the engine stopped the wind whirled it around and swept it seawards. In its flight it carried away several telephone wires.

When the men jumped, the airship was only about thirty feet above the beach. Lt. Walter H. Pritfin, in charge of the party, was slightly injured, the others, Ensign Lang, Machinist's Mate Walter N. Edwards and Photographer Hitchcock, escaped with a shaking up.

The airship shot to a great height and swamplands sent in pursuit to shoot down were unable to accomplish their object. It was expected that the gas would gradually leak out and the blimp would come down on the water.

"Submarine must be banned," says the newspaper, "and these must obviously be dealt with. Mankind would not be safe if they were left in German hands intact. We may hope that the Peace Conference will forbid submarine warfare and construction in the future."

"Submarine are valueless for commercial work, and capable of such criminal use in war that they ought not to be tolerated. The British navy has provided airplanes which rob them of their sting, and the British submarines are by far the most powerful in the world. Nevertheless the submarine ought to be banned."

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