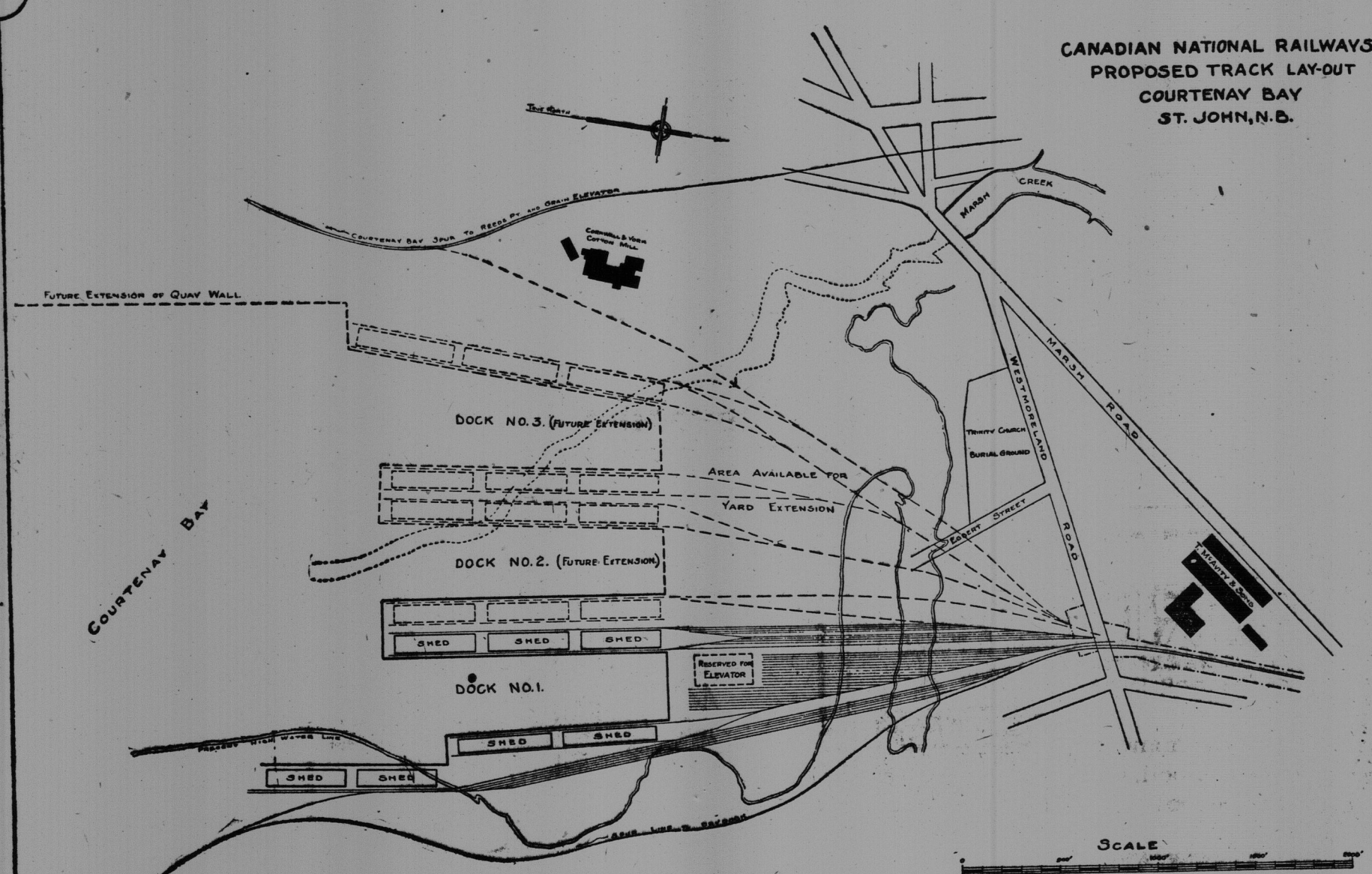


Proposed Canadian National Railway Development at Courtenay Bay



Plan for C. N. R. Terminals at Head of Courtenay Bay, looking from East St. John towards the city. Berths for three steamers are planned for immediate development if the plan is approved. There is also a site for an elevator.

MAKE IT SAFER FOR THE MARINER

Aberdeen Starts on Round of the Lighthouse Stations.

Bound along the coast of the Bay of Fundy to supply working material for the erection of lighthouses, the Government ship Aberdeen sailed from port this morning. From here she is going to Machias, Seal Island, where a lot of lumber and a quantity of cement

Notices of Births, Marriages and Deaths, 50 cents

BIRTHS

HANRAHAN—On Oct. 7th, at No. 71 Richmond St., Dorchester, Mass., to Mr. and Mrs. Jack Hanrahan (nee Alice Bove) a son, (9 lbs.).

DEATHS

DEBOW—At her residence, 178 Victoria street, on Oct. 9, 1923, Rachel Elizabeth, widow of William Debow, leaving two sons, three daughters and two sisters to mourn.

Funeral service at her late residence Wednesday evening at 7:30 o'clock. Remains to be taken by the 7:10 train Thursday morning to Goshen, Albert Co., for interment.

GALLAGHER—In this city on Oct. 8, 1923, Ann, daughter of the late John and Mary Gallagher, leaving one brother and two sisters to mourn. (Private life and Bangor papers please copy).

Funeral from her late residence, 15 St. Patrick street, on Thursday morning at 8:30 to the Cathedral for full mass of requiem. Friends invited.

WALSH—In this city on Oct. 8, 1923, Isaac Walsh, leaving his wife and two daughters, two grandsons and one grand-daughter to mourn.

Funeral on Wednesday, Oct. 10 at 2 o'clock from William E. Brennan's undertaking parlors, Prince street, West St. John.

IN MEMORIAM

ELLSWORTH—In loving memory of Leonard B. Ellsworth, who died Oct. 9, 1922.

Sleep on, Dear Leanne, Sleep and take thy rest, We love thee well, But Jesus loved thee best.

FATHER, MOTHER, BROTHERS, AND MRS. GRAHAM.

HANSEN—In loving memory of Earl Hansen, who went to rest Oct. 9th, 1921, age 16 years and 7 months.

FATHER AND MOTHER, BROTHER AND SISTER.

YEOMANS—In sad but loving memory of our dear brother, Bruce M. Yeomans, who died Oct. 9, 1921.

Two years have passed since that sad day, When one we loved was called away, BROTHERS AND SISTERS.

YEOMANS—In sad but loving memory of my dear son, Bruce M. Yeomans, who died Oct. 9, 1921.

We cannot call a day our own, Nor yet a single hour, For death will cut the strongest down And blast the fairest flower.

MOTHER.

will be put ashore to be used in the construction of two houses for keepers of lights. The steamer will then proceed to replace the South West Ledge, Briar Island, gas and whistling buoy, which is out of commission as a result of being run into by a schooner and having the lamp broken and the pipes leading to the gas cylinders torn away. When this work is completed the steamer will proceed to Yarmouth, where the Marine Department is building a new beacon light at the mouth of the harbor. This is said to be a very difficult construction task, owing to the exposed position of the light.

WEDDING THIS MONTH.

Mr. and Mrs. E. W. Lingley of Sagua announce the engagement of their eldest daughter, Edna Maud, to Harold Robert Parker of Detroit, son of Mr. and Mrs. H. M. Parker of Westfield, the wedding to take place October 17.

CAUSE MUST BE ADJUSTED. MADE RIGHT.

CHIROPRACTIC is based on fundamental, natural laws. The organs of the body are the motors, the nerves are power lines which carry vital energy or life to all parts of the body. Impingement or pinching of the nerves interferes with their life-carrying power and disease is the result. The Chiropractor adjusts with his hands the misaligned vertebrae and the impinged nerves are freed. The flow of life enters the part diseased, normal functions are resumed and health restored. The Chiropractic way is Nature's way.

DR. AUBREY TALBOT, D.C., D.O., E.T., Ph.T., Etc. 83 Charlotte St., Phone M. 3821

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FIRE BOARD MEETS WITH MUCH SUCCESS

Marshal McLellan Says People Co-operating Well—Activities in City.

The N. B. Fire Prevention Board is coming into its own and is receiving the hearty support of both fire officials and the general public, according to Hugh H. McLellan, fire marshal, in an interview with a Times reporter this morning. Mr. McLellan said that, while the work of the board was not appreciated to the fullest during its inception it was now being enthusiastically and solidly backed by the province.

This morning the chairman of the board, Col. M. B. Edwards, accompanied by the fire marshal and John Thornton, commissioner of public safety, visited the Opera House and inspected the conditions and equipment as well as proposed plans for the erection of other buildings in the city would be visited from time to time to see that the fire laws were being carried out.

Chief Blake, of the fire department and several of his men have been busy during the last few weeks, inspecting premises and warning people of special fire risks. They report cordial treatment everywhere. Mr. McLellan expressed the opinion today that it would be an excellent idea if an additional permanent fireman could be provided in each station to visit backyards, cellars, etc., at uncertain intervals, and in this way to see that the by-laws were observed.

In Outside Places. At the invitation of the fire chief at St. Stephen, Mr. McLellan went to the border town tomorrow to take up the matter of fire hazards in connection with the remodeling of several buildings. On Saturday of this week he will attend a fire prevention demonstration at Sussex.

During the last six or eight weeks, Mr. McLellan said, several old buildings throughout the province had been either demolished or put into good shape from a fire hazard standpoint. Among those torn down were two at Woodstock, one at Moncton, one at Chatham and two at Grand Falls and two others at Grand Falls were remodelled. Everywhere, he said, there was a growing inclination to co-operate with the board in its work.

Ready For Baseball Struggle

Letter From West to Board of Trade—Question of Cargo Here.

The Board of Trade has received a letter from the Vancouver Sun, which advocates steamer communication with the Pacific Coast between Vancouver and St. John's. The Sun points out how much cheaper water carriage is, and cites instances where western firms have lost business in Vancouver because it was cheaper to get water carriage from an American port and pay the duty than to pay the transcontinental rail freight.

Secretary Armstrong says the board has received several letters on this subject and has been giving it consideration, but is unable to learn that return cargoes from this province could be secured. Eventually that may come, but the St. John board does not regard the scheme as feasible at present.

Secretary Armstrong met the Vancouver delegation to England in Montreal last summer, and was present when they presented the case to the council of the Montreal Board of Trade. There was some talk then of getting together a cargo in Montreal and sending a steamer via the canal to Vancouver, but Mr. Armstrong has not learned whether this was done.

So far as St. John is concerned, a steamer service to and from Vancouver is a matter for the future. It would be much easier to get cargo at the Pacific port for St. John than at St. John for the coast.

GOOD THINGS COMING TO THE THEATRES OF ST. JOHN

IMPERIAL CONCERT TONIGHT. Another evening treat of orchestral music and vocal selections. Imperial Theatre Concert Orchestra, assisted by Francis Curry Prescott, contralto, from 8:15 to 9:00 o'clock, between picture shows. Program for evening includes pictures of the Prince of Wales' arrival in Canada again, a Moose Hunt in New Brunswick, (2 reels); Japan's ruined cities, and a six reel sea yarn "All Brothers Were Valiant," introducing stirring whale fight.

OVERCOATS Top Coats Rain Coats Auto Coats

Mr. Looker will be just as welcome as Mr. Buyer. It's only a matter of time before lookers become buyers.

Our Overcoats Cover the Whole Range. A fine business overcoat for day after day use at \$35.00 belted or loose, special models and colors that bring young men here. Others \$25.00 to \$50.00.

GILMOUR'S, 68 King St.

19 Waterloo Street

Folks Buy Furniture Here

With the definite knowledge that they are really saving money. That has been the secret of our success. We have shared the profits of our buying connections with our customers. Come in and see us and be convinced.

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MOOSE BLOCKS AUTO PARTY

St. John Merchant Held Up Near Lepreau's Last Night.

A St. John merchant who was motoring into St. John last evening is thoroughly convinced that it pays to carry a gun at this time of the year. Had he carried one, today his friends would be receiving choice parcels of moose meat.

At 7:30 while near Lepreau's the merchant and his party including ladies were suddenly confronted by a big bull moose. The animal made no effort to step aside to allow the auto to pass, but held grizzly to the middle of the road.

His stubbornness could not be disputed. He had the right-of-way and evidently he intended to hold it. He did. The car was stopped. The animal snuffed at the lights, looked over the occupants of the car and rubbed itself against the side of the car.

His huge antlers loomed large as he shook them in the darkness. He was unconcerned and showed less fear than some of those in the car.

After making sure that the auto party was entitled to proceed the moose stepped aside and the auto started. When 50 feet away the driver again stopped the car and relieved his feelings by pelting several stones at the moose who gracefully acknowledged the salutation, and nimbly hopped over the fence, disappearing into the woods.

COURTENAY BAY DEVELOPMENT NEAR

(Continued from page 1.) In other words, if this plan is carried into effect, and it is undoubtedly in active contemplation, the Canadian National Railway will not proceed with the limited development possible at Reed's Point, but will begin Courtenay Bay development, which within two years could provide a much longer wharfage as a beginning in less than thirty times as much as dredging mud. On the Courtenay Bay plan it is shown that from 32 feet to 40 feet depth can be got without striking rock. It is the opinion of eminent engineers that from the standpoint of cost the Courtenay Bay project involves far less expenditure for the same accommodation, while it also provides abundant room for expansion. Better facilities at less cost is the argument.

There is a very important difference between the Reed's Point location and the head of Courtenay Bay. At the former location the water is very shallow, which has been shown by actual figures in the harbor of St. John to cost more than thirty times as much as dredging mud. On the Courtenay Bay plan it is shown that from 32 feet to 40 feet depth can be got without striking rock. It is the opinion of eminent engineers that from the standpoint of cost the Courtenay Bay project involves far less expenditure for the same accommodation, while it also provides abundant room for expansion. Better facilities at less cost is the argument.

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