MC2289

POOR DOCUMENT

IN THE WORLD OF SPORT

SIR THOMAS LIPTON IS SEEING BOSTON

BOSTON, Oct. 30—Sir Thomas Lipton arrived here tonight for a three days' visit, during which he will be the guest of the city and of the local yachtsmen.

He was greeted by Mayor Fitzgerald upon alighting from the New York train and after visiting one of the theatres, witnessed a swift practice hitch by one of the fire companies.

In speaking of a possible challenge for the America's cup Sir Thomas said that he had decided to send another challenge, but could not say whether it would be next year or 1908. It would not be with a schooner, and while he preferred the international rule, which prevails in all the countries of Europe, he would be willing to have a boat built under the so-called Universal rule, which obtains in this country.

He would be willing, however, to challenge under the same conditions which prevailed in the three previous races, could he get a designer in England to turn out a boat that would be a safe one, but that was impossible.

He expressed great confidence in the attitude of the New York Yacht Club regarding the cup, and said that on every occasion in past years where any question had arisen with the club, he had always been given the benefit of the doubt.

BASKETBALL

ST. GEORGE'S PRACTICE.

The girls of St. George's basket ball club played an exceptionally fine game last night. The teams lined up as follows:

Forwards.

Dora Carleton ....Daisy Sewall
Etta Sampson ....Grace Warnock

Centre

Mabel McAndrews ....Nelly Maxwell

Defence

Helen Drynan ....Lila Belding
Bertha Campbell..... .....Lou Carleton

After two halves of 20 minutes each had been played the score stood 11-10 in favor of Miss Sewall's team. Rev. W. H. Sampson refereed.

ATHLETIC

HALIFAX MAN WINS.

M. J. Carney, son of M. Carney, M. P., helped McGill College to win their intercollegiate championships at Toronto Friday winning both the 100 and 220 yards. In the former he equalled the record, and the Toronto Globe says he would undoubtedly have done better from a time standpoint if he had been closely pressed. The summaries are:

100 yards dash, record 10 2-5 secs.—1, M. J. Carney, McGill; 2, D. C. Bricker, Varsity; 3, R. V. Black, McGill. Time, 10 2-5 seconds. C. E. Bush, Toronto; K. F. Williams, Queen's; W. J. Orr, Queen's, also started.

220 yards run, record 22 4-5 secs.—1, M. J. Carney, McGill; 2, D. C. Bricker, Toronto; 3, E. S. Blanchard, McGill. Time, 24 secs. K. F. William and W. H. Craig, Queen's, also started.

THE RING

"GUNNER" MOIR WON.

LONDON, Oct. 29.—The fight for the heavyweight championship of England between Jack Palmer, of Newcastle, the present title holder, and "Gunner" Jim Moir, for a purse of $1,750 and a side bet of $2,000, took place tonight before the National Sporting Club. Moir beat Palmer on a foul. Moir forced the fighting from the first and the struggle was pretty even until the final round. In the ninth Palmer hit Moir low several times and was disqualified.

GANS WANTS HIS MONEY.

MILWAUKEE, Oct. 29—Following his cold cut of Nolan and Nelson Gans has come out with a shriek about the picture receipts.

Gans says Billy Nolan, who has charge of the several sets of films that are being exhibited in different parts of the country, has failed as yet to account for any of the receipts of these exhibitions. According to the terms of the agreement between Gans, Nelson, and the Goldfield club, all moneys taken in were to be deposited in San Francisco, there to be divided according to previous contract. Gans now wants to know more about the matter, and threatens to ask for an accounting.

DESHLER—McGARRY DRAW.

BOSTON, Oct. 30—Dave Deshler, of Cambridge, and Amby McGarry, of New York, faced each other for 15 rounds at the Lincoln Athletic Club, Chelsea, tonight. The bout was declared a draw. Deshler had the advantage in the first part of the contest but appeared tired towards the end and was unable to land on his opponent.

ABE ATTELL WINS.

LOS ANGELES, Oct. 30—Abe Attell was given the decision over Harry Baker at the end of a 20-round contest here tonight.

LOS ANGELES, Calif., Oct. 31. — Abe Attell, of San Francisco, who won the decision from Harry Baker, of San Francisco after 20 rounds of fast fighting here last night, defended the world's featherweight championship and the McCarey diamond belt. When Referee Eddie Robinson held up Attell's gloves before the 4,500 spectators who had been brought to their feet by the fierce closing rally, Baker threw up both hands and fell face forward on the floor in hysterics. Then followed a demonstration at the ringside, the spectators hissing, hooting, groaning and surging about the ring in protest against the decision, while a squad of police, directed by Chief Commissioner Sadler, fought them back from the enclosure.

WRESTLING

JIU-JITSU-FLEW.

Did anybody ever see anything like the disappearance of jiu-jitsu? A year or two ago everybody was listening openeyed to marvelous stories of skill with which slender little men overcame giants by a simple twist of the wrist. Teachers of the mystic art were appointed for West Point and Annapolis. Then the Americans stood still and let the jiu-jitsu expert get unjointed by any of the little tricks, but flung the jiu-jitsu experts on the floor, and jiu-jutsu was forgotten.

It was discovered that jiu-jitsu was a wonderful thing if the victim would only stand still and let the jiu-jitsu expert get the hold he wanted; but if the intended victim refused to give this advantage, well jiu-jitsu was no better than any other wrestling dodge.

BILLIARDS

HOPPE DEFEATED SCHAEFER.

BALTIMORE, Oct. 31.—Willie Hoppe last night defeated Jake Schaefer in a game of billiards 400 points at 18-1, running out on his 29th inning. Schaefer's score was 370. The game was to have been the second part of a 900 point match 18-2, the change having been made by agreement of the players in response to requests, Hoppe conceding the 18-2 game to Schaefer.

CANADIAN FLOUR IN THE ENGLISH MARKET

OTTAWA, Oct. 30—(Special)—Canada's commercial trade agent in Leeds says that Canadian flour is making great inroads on the milling business of Britain. For the first nine months of 1905 the imports were 847,000 hundredweights and for the same time this year they were increased to 1,520,000 hundredweights. It looks says the agent, as if Canada were to capture this trade.

Dr. Oliver B. Howard, of Portsmouth (Va.), arrived in the city yesterday on a visit to his parents, Mr and Mrs. William Howard, Tower street, St. John West.

A. B. Copp, M. P. P., of Sackville, was in the city yesterday en route home from Boston.

BLIND FOOTBALLISTS CAN PLAY A GREAT GAME

The most wonderful football teams of the country in all probability are the two elevens of the Kentucky Institute for the Blind.

The institute placed its first football team in the field last year. At first it was marvelled at that blind boys could play football at all. Then they met boys of their own weight with clear optics asking no concessions from them, and held them to such close scores that every one was amazed.

But this year the blind boys are so football crazy that it has been found necessary to place a second team in the field. They are playing all around their opponents with good eyes. The first team, which has played the elevens of the two high schools has not been scored against, though it has been able to cross the goal line of its opponents, It has held them to a tie in both games. The second team, on the other hand, has won both its games, shutting out the opposing teams.

A majority of the players on these teams are wholly blind. Those who can see at all have such imperfect vision that it cannot be of the slightest help to them in the strenuous game into which they have entered. But the senses of touch and hearing, and that subtle added sense of the blind are brought into play in such a manner that one seeing the blind boys on the gridiron is not aware they are handicapped. The only concessions they ask their opponents is that they call out "Pass" when the ball is put into play.

Prof. John D. Gregory, athletic instructor of the blind school, to whom is due much of the credit for the students' athletic development, attributes their prowess to the great self-confidence which is developed in them by their infirmity. He also says the blind boys, seeing nothing, fear nothing. When up against a line they do not quaver at the superior size or formidable appearance of their opponents. Instead they plunge into them, thinking of nothing except to demolish their ranks. And in most cases they do.

The blind elevens will play all the elevens of their weight around Louisville this season, and, judging from their start, will have a remarkable record.

The work of the blind boys on the football field sounds beyond belief, and only those who see them play will credit all they do. It seems incredible that an eleven composed in the main of totally blind boys, and with only two players who possess any degree of sight, should contest in a game that makes such demands on every mental faculty as football, but this is what they are doing.

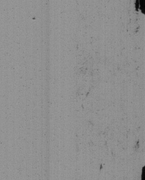
"The blind, of course, always strive to make every other sense compensate as far as possible for the loss of sight," said Professor Gregory "They display this in many ways, but I do not think it has ever been so strikingly illustrated as in the game of football which is being played by our teams.

"It is hard to explain how they do manage to follow the ball. They follow the whistle most intently. They know the signals perfectly, and there is never the slightest mistake by a blind player in this respect. They can tell by the sound of the ball striking the ground just where it is, and can estimate the distance unerringly. They can tell by the shifting of their opponents' feet which way the play is going. They seem to possess a most uncanny added sense of just 'knowing.'

Their success is due in a very great measure to their self confidence, which the blind possess to a superlative degree. It never enters a blind boy's mind that he can be beaten at anything.

"As an example of what our elevens are doing, we are using the tandem play as developed by Pennsylvania two years ago.'

SWEET CAPORAL



CIGARETTES

STANDARD OF THE WORLD

MORNING NEWS

Robert Harris, inspector of vehicles, has reported the following for driving without a license: William Kilpatrick, Frederick McAllister, Edward Chisholm, Joseph McAleer, William Howe, and Edward Cronan.

The work of testing the water mains will not be resumed until next week. The work of repairing the main through the dry lake is still going on, and as this can only be done from the inside, progress is slow.

While driving on Lancaster Heights yesterday, his honor Judge Ritchie had the front wheel of his carriage smashed by a collision with another vehicle. The police magistrate was obliged to abandon his carriage, and go in search of another conveyance to bring him home.

Walter Archibald, who went on as conductor of the Fairville car yesterday morning, met with a painful accident in the course of his duties. In jamming the controller around hurriedly the upper joint of his right thumb was caught in the mechanism and crushed.

Street car No. 34, in the west side service, while on its way to Carleton last evening, about 9 o'clock, struck a rock at the corner of Prince street, and left the track, ploughing up the street across to the sidewalk. The car was hauled back, but traffic was interrupted until about 10.30 o'clock. Car No. 35 was held up on the city side and assisted in replacing the other car on the track.

An enjoyable concert and organ recital was held in the Carleton Methodist church last evening. The following took part: A male voice quartette consisting of Messrs. Holder, Griffith, Belyea, and Cochrane; Miss Vera McDonald, E. W. Appleby, Miss Verinda and H. H. Brown. Miss Bentley acted as accompanist and also presided at the organ. The choir of the church gave several pleasing selections.

There was a well attended congregational social in Carmarthen street Methodist church last night in connection with the anniversary services. There was a short but excellent programme of musical and literary numbers. Rev. Thos. Marshall, the pastor, announced that with a membership of 114 the congregation had raised and paid out over $2,000 last year. The heads of the various societies in connection with the church also spoke briefly of their work. Refreshments by the ladies' aid of the church brought a pleasant evening to a close.

At the annual meeting of the Bon Ton Social Club, the following were elected officers for the ensuing year: President, Fred. L. Barrett; secretary, John T. Gorman; treasurer, James J. McShane. The executive are J. Wilfred Murphy, M. M. Morris, H. J. Cavanaugh, James Costigan, David Higgins and the three officers previously mentioned. Among the other amusements the club will undertake during the coming season will be a series of private assemblies, the first to be held on Friday evening, Nov. 9. All members are requested to hand in lists to the secretary.

CHURCHILL TO BE IRISH SECRETARY

Montreal, Oct. 30—The Star's London correspondent cables: Winston Churchill is unlikely to remain much longer under secretary for the colonies. It is expected in well informed political circles that Mr. Bryce will be soon relieved of the Irish secretaryship, feeling it beyond his strength to pilot the proposed Irish devolution scheme through the commons, especially in view of the probability of a double attack from the Unionists, headed by the Orangemen, and the Nationalists, supported by the Laborites.

Mr. Bryce will probably become a peer. Mr. Churchill stands next for promotion in the cabinet. His own high courage and proved abilities and his confidential relations with Campbell-Bannerman and Morley, mark him as the probable next Irish secretary. The fact that he was until recently an ardent home ruler would not greatly disconcert and might, indeed, help him.

Among possible successors of Mr. Churchill at the colonial office is Thomas James MacNamara, who has the advantage of being the Canadian-born son of a common soldier in the old 47th Regiment, a Crimean veteran who was stationed at Quebec.

TORONTO PAPERS SUED FOR LIBEL

Toronto, Oct. 30—Wallace Morency, who was arrested last August and held on a nominal charge of selling a medical work called "Medicology," under representation that he was endorsed by the medical faculty of Toronto, has entered libel suits against four Toronto daily newspapers—Mail and Empire, Star, News and World. The actions are for $5,000 each. Morency claims the four defendant papers on August 10 contained articles about him that were libelous. Morency was discharged after his case was heard by the police magistrate.

George W. Babbitt, manager of the Bank of Nova Scotia, Oxford (N. S.), and Mrs. Babbitt, who have been spending their vacation in St. John, returned home yesterday.

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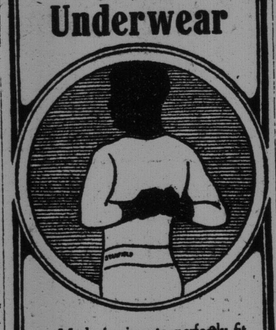
Stanfield's "Unshrinkable" Underwear



Made in sizes to perfectly fit every man—and in the right weights for every Canadian climate from Halifax to the Klondyke.

Guaranteed unshrinkable, too.

Ask your dealer for STANFIELD'S.

EXCELLENT PROGRESS WITH DREDGING AT SAND POINT; ALL BERTHS WILL BE READY

At the meeting of the board of public works last evening Alderman Bullock submitted a report from the sub-committee appointed to deal with the dredging at Sand Point, showing that about half the dredging at berths 2 and 3 had already been completed, and from the present outlook he expected these berths would be finished a week from next Saturday.

He was of the opinion that berths 1 and 4 would also be completed before the first steamers arrived.

He submitted a detailed statement of the work done. The director made a report on the fencing off of the Sand Point wharves, and it was referred to the next meeting. The application from the D. A. R. for improvements to their wharf and warehouse was recommended to the council. The cost of the work being estimated at $4,295.

The matter of appointing a harbor inspector was referred to a committee. A committee was also appointed to look into the question of permanent streets. Street railway matters and the Orange street dump were also discussed at length. There were present: Ald. McGoldrick (chairman), Lewis, Hamm, Tilley, Pickett, Bullock, Baxter, Sproul, Holder, Vanwart, Willett, Christie, Director Cushing, Superintendent Winchester, the recorder, and the common clerk.

A plan of the proposed location of the street railway tracks in Carleton was shown, and a discussion ensued. A communication from Charles Coster and W. O. Dunham was read protesting against the line running through the Queen Square.

Ald. Baxter thought as the matter had been already passed the route would have to remain as at present. It was decided that a siding in Queen square should not be allowed, as the plan showed, and on motion the plan was then approved and left with the director to have the necessary alterations made.

Ald. Bullock reported for the sub-committee on dredging at Nos. 2 and 3 berths. The committee, he said, had been appointed at the meeting of October 22, and had given the matter close attention. He said if the berths were dredged to a distance of eighty feet from the wharf, 3,387 cubic yards would have to be removed from No. 2, and 1,933 cubic yards from No. 3, or a total amount of 5,320 yards. Of this amount 3,580 yards would have to be removed by the city, and the balance was on the Mayes contract.

The following figures were submitted to show what work had been done during the past week by each dredge:

Oct. 24—City dredge	2	scows
Oct. 25—City dredge	2	"
Orange Peel		"
Oct. 26—City dredge	6	"
Orange Peel	2½	"
Oct. 27—City dredge	8	"
Orange Peel	1½	"
Oct. 28—City dredge	4	"
Orange Peel	2	"
Oct. 29—City dredge	5	"
Orange Peel	4	"

This made a total for the week's work of 1,935 cubic yards.

"Even with all the breakdowns we have had with the Orange Peel, said Ald. Bullock, "I think that in a week from Saturday we should see it all done. It now looks as if not only Nos. 2 and 3 berths would be completed but all of Nos. 1 and 4 also finished before the first steamers come on November 24 or 26."

On motion of Ald. Willet the committee was continued and the report placed on files.

Ald. Vanwart told of visiting the public dump on Mecklenburg street (better known as the famous Orange street dump) in company with the chairman yesterday morning in response to complaints made by Miss Staines, who has on several occasions made similar complaints. The alderman thought that something should be done to improve the conditions or the city should buy the property. Through D. Mullin, her legal adviser, she had offered to dispose of the property for $1,500.

It was decided that the director should look into the matter and report back.

On motion of Ald. Willet the director was asked to look into the matter of the sidewalk on Main street, between Acadia street and Long wharf, which is falling away.

The recorder said he had been looking into the matter of the street railway company's application to lay rails on Smythe street, and he thought the city would not have power to allow the company to do so, though so far as he could see it would not do any harm. He thought if the company would defend the city from all claims of damages or in case any one objected and ordered the track taken up they could grant permission. He suggested that if it was thought advisable to do this he should be instructed accordingly and draw up the necessary papers.

The chairman said it was for the board to say what they would do about it.

Ald. Pickett said the street railway company is letting the season go by without giving any better service. It was a miserable service now on the Paradise Row line. He thought the matter should be left in the hands of the committee appointed to deal with it.

Ald. Bullock thought that even with the single track they could use two or three more cars on the Paradise Row route. The long waits at the corner of Paradise Row and Mill streets were unnecessary.

It was agreed that the Smythe street matter be left with the committee to report direct to the council.

Ald. Bullock, chairman of the sub-committee on the application from the D. A. R. for certain changes and improvements to their wharf and warehouse, read a report from the director stating that the work would cost about $4,295. A rental of $3,500 per year is now being received and he thought they could get $4,000 if the work was done. It would provide more berth accommodation.

It was decided to recommend to the council that the request be complied with, with certain provisions.

The director submitted a report in connection with the fencing of the Sand Point property. He suggested that a fence 16 feet in length might be placed at the head of No. 4 warehouse, with a gate 10 feet wide; a fence 70 feet long between Nos. 4 and 3 warehouses and one 40 feet long between Nos. 2 and 3 warehouses. The estimated cost was $50.

On motion the report was laid on the table to get the recorder's opinion and to be brought up at the next meeting.

Applications for the position of harbor inspector from R. R. Lee and Geo. H. Clarke, were read. The chairman referred to the need of an inspector when the winter season opened. He thought the steamers should have their ash pits locked on entering the port. On motion the matter was referred to a committee consisting of the chairman, director and harbor master.

Ald. Bullock brought up the question of permanent streets, and said he hoped they would do something along that line next year. He referred to the good streets in Halifax, and thought if permanent streets were made it would result in a saving to the city. He moved that a committee be appointed to look into the matter of permanent street work and report back in full at as early a date as possible to secure legislation.

Ald. Willet and Sproul also spoke on the subject, and the following committee was appointed. Ald. Bullock, McGoldrick, Pickett, Holder and Baxter.

The director asked permission to call for the usual quantity of feed. Agreed.

The director said the street railway rails for the Carleton line could not be delivered here until December, and Manager Earle wanted permission to put the ties down and the rails would be placed as soon as they arrived. In the meantime, Minnette street, Queen square and Lancaster street down to George street would have to be left open and fenced off.

After some discussion this was agreed to, subject to the orders of the director.

The bills were referred to the treasury board, and the meeting adjourned.

ANNUAL REUNION IN PORTLAND Y. M. A.

About ninety young men attended the annual reunion and banquet of the Portland Methodist Y. M. A. held in their new hall last evening. Allan Lingley occupied the chair and the mayor was among those present. A prayer and praise service was first held, followed by the banquet.

After the good things had been disposed of, the following interesting programme was carried out:

Toast, The King, proposed by the chairman; recitation, M. McIntyre; Canada, proposed by A. McGinnis, responded to by F. A. Armour and M. E. Grass; solo, Howard Holder; The City of St. John, proposed by J. N. Harvey, responded to by the mayor; reading, J. Brown; piano solo, Cuthbert Morgan; The Church, proposed by C. R. McIntyre, replied to by Rev. Mr. McLaughlin; banjo solo, Mr. Bond; The Association, by A. Coram, responded to by Mr. Lingley and Dr. Pratt; reading, Roy Harding; Our Athletes, proposed by Lawrence Cochrane, responded to by Geo. Crosby; solo, J. D. Wood; The Ladies, by J. Brown, and replied to by H. Thorne.

The mayor, in responding to The City of St. John, said that the common council were doing their best to further the best interests of St. John. Referring to more manufactures being established in St. John, a point touched upon by other speakers, his worship said that it was a matter which depended upon the citizens themselves. If they went forward with a determination to succeed and a confidence in the prospects of St. John, they would be successful in spite of the competition of the United States, even without the protection of a high tariff.

The meeting, which closed with God Save the King, was considered the most successful ever held under the auspices of the association.

NEW APPOINTMENTS IN SALVATION ARMY

Captain Taylor and Lieut. Taton, to Glace Bay; Lieut. McCeachran, to Dominion; Capt. Vandine and Lieut. Smith, to Louisburg; Capt. Dalzell, to Sydney; Ensign Miller and Capt. Snow, to North Sydney; Capt. Richards and Lieut. Boocock, to Port Hood; Adjt. Sabine and Capt. Payne, to Sydney Mines; Capt. March and Capt. Holden, to St. John II.; Capt. Gilkinson and Lieut. Bishop, to Bridgewater; Capt. Lee and Lieut. McKerbie, to Canning; Capt. Robinson and Lieut. Saxton, to Dartmouth; Capt. Hebb and Lieut. Day, to Kentville; Capt. Netting and Lieut. Andrews, to Liverpool; Capt. and Mrs. Dakin, to Chatham; Capt. Hamilton and Lieut. Richards, to Moncton; Capt. White and Lieut. Winchester, to Newcastle; Capt. Fraser and Capt. McWilliams, to Sussex; Capt. McKim and Capt. McLeod, to Stellarton; Capt. Wild and Lieut. Smith, to Summerside; Capt. Ogilvie to Londonderry; Capt. Urquhart, to Parsboro; Adjt. Allen, to Springhill; Capt. McGillvray, to Truro; Capt. Conrad and Lieut. Grey, to Sackville; Capt. Strothard, to North Head; Capt. Willar and Lieut. Stair, to Woodstock; Capt. Hall and Lieut. Smith, to Annapolis; Capt. Murphy and Capt. Munthough, to Clarks Harbor; Capt. Bassingwaite, to Digby; Capt. Gallway, to Freeport; Ensign and Mrs. Ritchie, to St. John III.; Capt. Jones, to Bridgetown; Capt. Morris, to Hillsboro.

The following officers are about to enter the headquarters' office here: Ensign Hudson and wife, and Ensign Prince, and Capts. White, Woodhouse and Backus are detailed for special duty. Most of these officers have already farewelled, and those who have not will do so next Sunday.

Wm. Murray off to the West

William Murray, one of St. John's best known athletes and a popular member of many organizations in the city, left on Monday for Midnapore, Alberta, where he will engage in business on his own account. For the last three years Mr. Murray has been manager of the North End branch of Oak Hall, and was for four years previously connected with the main establishment on King street.

His fellow employes decided to present him on leaving with a handsome gold watch chain and locket, and gold cuff links, with his monogram, and the gifts were quietly handed to Mr. Murray as he was boarding his train for the west by Frank C. Smith, of Oak Hall.

His many friends will wish the popular St. John boy the best of success in his new career.

When you finish your first bottle of

Abbey's Effer-vescent Salt

you will have but one regret—that you did not use it months ago.

The way ABBEY'S SALT makes you eat—and sleep—and feel—will surprise and delight you.

25c. and 60c. At Druggists.

WATERSHED

A Boot that will do for the next two months. A Box Calf, Brown Vici Kid Lined, Double Sole to the heel, smooth inside, on an easy stylish last.

Waterproof Sole, $5.00

"THE GOLD BOND SHOE."

See Them Before Purchasing

WILLIAM YOUNG,

519-521 Main Street.

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MAGIC BAKING POWDER

It is Pure, Wholesome and Economical

SOLD IN ALL SIZES.

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From Springhill—Barge No. 3, Round Coal.
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From Pictou—Carload after carload.
From New York—500 tons Triple X Hard, per Schr. Elma.
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From Glasgow—1,250 tons Scotch Hard, per Donaldson Line.

Docks: Smythe Street. Office: 6½ Charlotte Street. Tel. 676.

Best qualities of Scotch and American Anthracite Coal in Stock.

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41, 43 and 45 King Street, ST. JOHN, N. B.

RAYMOND & DOHERTY, Proprietors.
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VICTORIA HOTEL,

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Electric Elevator and all Latest and Modern Improvements.

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The DUFFERIN.

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KING SQUARE, St. John, N. B.

Clifton House,

74 Princess Street and 141 and 143 Germain Street, ST. JOHN, N. B.

W. ALLAN BLACK, Proprietor.

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NEW VICTORIA HOTEL—AN IDEAL Home for the winter. Warm, well-furnished rooms; good attendance; good table; home-like in all respects. Terms very moderate for service rendered.

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Centrally located. Cars pass the door every five minutes. Few minutes walk from Post Office.

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ST. MARTINS HOTEL,

(Formerly Kennedy House).

ST. MARTINS, N. B.

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RAILROADS

CANADIAN PACIFIC

Passenger Train Service from St. John

Effective Oct. 14th, 1906.

Trains Daily, Except Sunday—Atlantic Time.

DEPARTURES.

7.00 a. m. DAY EXPRESS—For Bangor, Portland and Boston; connecting for Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock and points North; Presque Isle, Plaster Rock, Edmundston, etc.
Pullman Parlor Car St. John to Boston.
5.05 p. m. FREDERICTON EXPRESS—Making all intermediate stops.
6.05 p. m. EXPRESS—For Montreal and Boston, connecting at Fredericton Junction for Fredericton, and at McAdam Junction, for Woodstock and St. Stephen; at Vanceboro train divides: one section going through to Montreal where connections are made for Ottawa, Toronto, Hamilton, Buffalo, Chicago and St. Paul; and with Western and Pacific Expresses for Winnipeg and Canadian Northwest, Vancouver and all Pacific Coast points. Other section goes through via Bangor and Portland.
Palace Sleeper and first and second class coaches to Montreal.
Pullman Sleeper and first and second class coaches to Boston.
C. P. Dining Car St. John to Mattawamkeag.

ARRIVALS.

8.50 a.m. Fredericton Express.
12.05 p. m. Montreal and Boston Express.
11.15 p. m Boston Express.

C. E. E. USHER, General Passenger Agent, Montreal, P. Q.
W. B. HOWARD, District Passenger Agent, St. John, N. B.

STEAMSHIPS

Crystal Stream

Will leave her wharf, Indiantown, TUESDAY, THURSDAY, and SATURDAY, for COLE'S ISLAND, at 9 a. m. Returning will leave Cole's Island, MONDAY, WEDNESDAY and FRIDAY at 6 a. m. Freight received at wharehouse at Indiantown at all hours.

STAR LINE STEAMSHIP CO

One of the Mail steamers, "Victoria" or "Majestic," will leave North End every morning (Sunday excepted) at 8.30 o'clock for Fredericton and intermediate landings.

Returning will leave Fredericton every morning (Sunday excepted) at 7 a. m., due in St. John at 3.30 p. m.

R. S. ORCHARD, Manager.

PATENTS

PROCURED AND DEFENDED. Send model, drawing or photo. for expert search and free report. Free advice, how to obtain patents, trade marks, copyrights, etc. IN ALL COUNTRIES. Business direct with Washington saves time, money and often the patent.

Patent and Infringement Practice Exclusively. Write or come to us at

523 Ninth Street, opp. United States Patent Office, WASHINGTON, D. C.

C.A. SNOW & Co.

ST. JOHN FIRE ALARM

SOUTH END BOXES.

2 No. 2 Engine House, King Square.
3 No. 3 Engine House, Union street.
4 Corner Sewell and Garden streets.
5 Corner Mill and Union streets.
6 Market Square, Corner Chipman's Hill.
7 Mechanics' Institute, Carleton street.
8 Corner Mill and Pond streets.
9 Corner Union and Crown streets.
12 Corner Peters and Waterloo streets.
13 Corner St. Patrick and Union streets.
14 Corner Brussels and Richmond streets.
15 Brussels street, Everitt's Foundry.
16 Corner Brussels and Hanover streets.
17 Corner Brunswick and Erin streets.
18 Corner Union and Carmarthen streets.
19 Corner St. David and Courtenay streets.
21 Waterloo, opposite Golding street.
23 Corner Germain and King streets.
23 (Private) Manchester, R A Ltd.
24 Corner Princess and Charlotte streets.
25 No. 1 Engine House, Charlotte street.
26 City Hall, Prince William street.
27 Breeze's Corner, King Square.
28 Corner Duke and Prince Wm. streets.
31 Corner King and Pitt streets.
32 Corner Duke and Sydney streets.
34 Corner Wentworth and Princess streets
35 Queen St., Corner Germain.
36 Corner Queen and Carmarthen streets.
37 Corner St. James and Sydney streets.
38 Carmarthen St. (between Orange and Duke streets.)
41 Cor. St. James and Prince Wm. Sts.
42 Corner Duke and Wentworth streets.
43 Corner Broad and Carmarthen streets.
45 Corner Brittain and Charlotte streets.
46 Corner Pitt and St. James streets
47 Sydney St. (opp. Military Build'ga).
48 Corner Pitt and Sheffield streets.
51 City Road, Christie's Factory.
52 Pond street, near Fleming's Foundry.
53 Exmouth street.
61 Gen'l Public Hospital, Waterloo street.
63 Courtenay Bay Cotton Mill.

NORTH END BOXES.

121 Stetson's Mill, Indiantown.
122 Corner Main and Bridge streets.
123 Car Sheds, Main street.
124 Cor. Adelaide Road and Newman street
125 Engine House No. 5, Main street.
126 Douglas Road.
127 Cor. Bentley St. and Douglas Ave.
131 Corner Elgin and Victoria streets.
132 Strait Shore, opp. Hamilton's Mill.
134 Strait Shore, Portland Rolling Mills.
135 Cor. Sheriff Street and Straight Shore.
142 Corner Portland and Camden streets.
143 Main street, head of Long Wharf.
154 Paradise Row, opp. Mission Chapel.
231 Engine House No. 4, City Road.
241 Corner Stanley and Winter streets.
233 Wright street, Schofield's Terrace.
312 Rockland Road, opp. Milledge street.
321 Corner Somerset and Barker streets.
412 Cor. City Road and Gilbert's Lane.
421 Marsh Road, Corner Frederick street.

WEST END BOXES.

112 Engine House No. 6, King street.
113 Corner Ludlow and Water streets.
114 Corner King and Market Place.
115 Middle street, Old Fort.
116 Corner Union and Winslow streets.
117 Sand Point Wharf.
118 Corner Queen and Victoria streets.
119 Corner Lancaster and St. James streets.
212 Corner St. John and Watson Streets.
213 Corner Winslow and Watson streets.

Classified Advts. Pay