

# The Standard

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ST. JOHN, N. B., WEDNESDAY, NOVEMBER 1, 1911.

## THE FRUIT EXHIBITION.

The Fruit Exhibition which is now in progress in the city is perhaps the best show of its kind that has ever been held in the Maritime Provinces and furnishes convincing proof that New Brunswick, sooner or later, must take a leading place in the production of apples among the Provinces of Canada. No finer display of this popular fruit, which finds a ready market everywhere, could be conceived than that which is now on view. It is not claimed that fruit growing in New Brunswick has the same commercial importance that it has in Nova Scotia, Ontario or even British Columbia, but the exhibition is proof of the fact that this Province is capable of producing a great variety of better looking apples than any other district in Canada. The exhibition also furnishes evidence that fruit growing can be successfully carried on over a considerable area.

Nearly every county is represented at the show, and there is no exhibit that is not creditable to the orchardist making it. The apples are uniformly good and it is pleasing to state that the number of exhibits this year is considerably in excess of last year, showing that good results have followed the policy of the government in promoting fruit culture since its inauguration. Another good sign is that the apples are much better packed this year than before, which goes to show that the exhibitors appreciate the necessity of placing their product on the market in its most attractive form and in such condition that buyers will be favorably impressed. There is still room for improvement in the packing of New Brunswick fruit for the market, but increased production will soon bring this about, as it is a branch of the business only to be learned by experience.

The Horticultural Association, under whose direction the exhibition is held, is to be congratulated, not only on the success of the show itself, but also on an increased membership, which means an increase in the number of orchards in the Province. Professor Blair of the Macdonald College, who spoke on the opening night, made a suggestion to the farmers of the Province, which, if carried out, would mean an enormous and immediate development of fruit culture in New Brunswick. While not advising the farmers to devote themselves exclusively to any one branch of agriculture, he threw out the suggestion that there should be an orchard of ten acres on every farm. Should this suggestion be put into effect New Brunswick would very rapidly become an exporter of apples in large quantities.

It is too much to expect that this suggestion will be taken up by all, but fifty per cent. of the farmers, in districts where it has already been demonstrated that apple culture can be made commercially successful, would seriously take up the question of planting an orchard. The results would be highly beneficial, not only to the farmers themselves but to the Province at large. What has been accomplished in the past two years goes a long way to prove that horticulture has already attained great popularity among the farmers, many of whom have already discovered that their orchards have a value they never before suspected. These men are planting more trees and taking better care of those already bearing fruit.

Within the past few days there have been quite a number of persons in the city who handle apples as a commercial commodity. But one opinion has been expressed by these gentlemen, and that is, that New Brunswick has a great future as a fruit growing Province. The climate and soil are well adapted to the growth of apples of especially fine flavor and magnificent color. No serious difficulties present themselves to agriculturists who take up this branch which is no more difficult than any other. The Government has done its share to awaken an interest in horticulture and to provide the necessary information as to the best methods to be pursued to insure success. It remains now with the people who are directly interested to place fruit culture in its proper position in this Province, and it is gratifying to know that a movement in that direction is already taking place.

## REPRESENTATION AT OTTAWA.

It is represented that as a result of the census the new House of Commons will consist of 231 members or ten more than the present House and fifty more than sat in the first Parliament after Confederation. The redistribution of seats on the basis of sixty-five for the Province of Quebec will reduce the representation of the Maritime Provinces by six and that of Ontario by four. The four Western Provinces gained five members each, a total of twenty, while the Eastern Provinces lost ten, making the net gain ten.

As usual the Maritime Provinces suffer more severely than any other. Under the re-arrangement New Brunswick would have but eleven instead of thirteen seats; Nova Scotia fifteen instead of eighteen, and Prince Edward Island three instead of four. The total of the Maritime Provinces would be twenty-nine seats instead of thirty-five. In 1875, after the first redistribution bill following Confederation, the Maritime Provinces had forty-three representatives in a House of two hundred and six members. If the same rule is applied in the next redistribution bill these Provinces will have but twenty-nine members in a House of two hundred and thirty-one, and the number will be constantly reduced by each decennial census.

It is time that the people living in Nova Scotia, New Brunswick and Prince Edward Island should be thoroughly aroused to the true condition of affairs and unite in a vigorous effort to prevent any further reduction in our representation at Ottawa. The growth of the West will be more rapid during the next ten years than during the past decade. Quebec can hardly be expected to keep pace with the development that is certain to come in the Prairie Provinces. The great growth of Canada for the next quarter of a century, at least, will be west of Winnipeg and while we in the Maritime Provinces are not without hope of benefiting by the growth of the West, it is in the natural order of things that unless measures are taken to prevent it, our influence in the House of Commons will be seriously interfered with and important matters of legislation affecting the material welfare of the Maritime Provinces will be dealt with by men who have no deep interests to serve or personal acquaintance with the merits of these issues under discussion. It is gratifying to know that Mr. Fleming, following in the footsteps of Mr. Hazen, is doing everything in his power to bring about measures that will prevent any further decrease in our representation. He has already placed himself in correspondence with the Premiers of the other Provinces of the Dominion and arrangements are being made to bring about a renewal of the negotiations commenced by Mr. Hazen to secure justice for these Provinces by the sea.

## IDA LEWIS.

Ida Lewis, who died in the Lime Rock lighthouse last week, where she had lived to save life for fifty-four years, was generally known as the Grace Darling of America. Like the British heroine, she was the daughter of a lighthouse keeper, Captain Hosea Lewis. At fifteen she went to live with her father at Lime Rock, and as he was crippled with rheumatism she learned to look after the light. He was the first keeper, and in three years he died, Ida at eighteen succeeding him. There were some younger children, and Ida rowed them to and from the mainland so that they could go to school.

In her first year of service she went in a heavy sea to the rescue of four men who had been capsized in a catboat by a squall, and took them off the bottom of the boat in a state of exhaustion. On a winter day in 1868 she risked her life again during a blizzard to save two soldiers who were being rowed back to Fort Adams by a boatman. From the upset craft Ida Lewis pulled the beunumbed soldiers into her dory, but the boatman sank before she could reach him. The soldiers were unconscious when she got them ashore, and to complete her rescue she had to work over them for an hour.

Fort Adams made a heroine of her, showing its gratitude by giving her a purse of money, while the people of Newport bought her a fine rowboat and, placing it on wheels, drew her through the streets on a day which was made a holiday. At the same time the Rhode Island Legislature presented her with a gold cup. Among her other notable achievements was the saving of three sheep from drifting in a boat and of three sailors under conditions of great danger to herself. At the age of sixty-five she made her last rescue, that of a woman who fell overboard from a boat near the lighthouse.

The New York Life Saving Association and the Massachusetts Humane Society bestowed silver medals upon her, and Congress a gold medal. One of her cherished possessions was the cross of the American Cross of Honor Society, which for the first time, in 1907, conferred the distinction on a woman. It may be true that none of the rescues made by Ida Lewis was as dramatic as the rescue of the survivors of the *Forshire*, but the saving of life was a passion with her, and she risked her own on several occasions with the spirit of true heroism.

## AGRICULTURAL EDUCATION.

The Agricultural Department of the Province has for some years past been defraying the expenses of farmers' sons who attend agricultural colleges in any part of the Dominion. They do not pay the board of the students while attending college but the cost of transportation between their homes and the college they elect to attend is defrayed by the Department.

In January next a short course on Agriculture will be opened at the Truro College and every farmer's son who proposes to devote his life to agriculture should attend the lectures at Truro. They are always of a practical character and take up every important branch of agriculture. They are of equal importance to those engaged in agricultural pursuits as the three "R's" are to an English education. They give the farmer or the farmer's son just the information he ought to have to assist him in making his occupation in life successful. Short courses are also given at other colleges in Canada, but the nearest of Truro to the larger part of New Brunswick makes it more easily accessible than the others. The matter of expense to those who take the course is small and need not exceed from \$10 to \$15, as the Government provides the transportation from the home of the student to Truro and back again.

Both the Government of the Province and the Department of Agriculture are exceedingly desirous that a very large number of farmers' sons should take advantage of this means of gaining agricultural knowledge. Full information as to the means of obtaining admission to the classes of Truro and regarding transportation can be obtained from the Department of Agriculture at Fredericton through the Secretary for Agriculture.

## Current Comment

(Troy Record.)

There is no need of people becoming agitated over the fear that the attitude of the Government toward the United States Steel Corporation may unsettle the business of the country. If the concern now threatened with dissolution is not an unlawful combination, it will soon have the opportunity to establish its case. If it is a bad trust and has offended the law, it will be given plenty of time in which to go about the business of breaking up into concerns which will be within the law. A compromise with the system which has been developed expensive to the people of the United States is out of the question. No stockholder is likely to suffer through the enforcement of the Sherman Act. Hysteria on the market cannot injure the one who keeps his stock in a strong box. The least observant person should understand that the old order is dying and that the new order is going about the business of securing a square deal for all the people.

(Winnipeg Telegram.)

As long as the open well is tolerated in towns or cities typhoid fever will play its thousands. The most recent example of this glaring truth is Saskatoon. In spite of its poetic name, Saskatoon is not immune. There are hundreds of wells in that thriving metropolis and the citizens are so infatuated with the idea that nothing can be unclean in their bright, new town that they go on drinking from the cisterns in their backyards. The consequence of this optimism is that an epidemic of fever has filled the hospitals to overflowing.

(Toronto World.)

British Columbia appears to be more advanced with respect to trunk roads than any other part of Canada. The new Federal Government would make a bit with the people by co-operating with the Provinces to extend the road now designed and partly built in British Columbia and Alberta right across the continent from Vancouver to Halifax. Nowhere else in the world could such a run be had with such varied scenery and such magnificent mountain aspects. The prospect of a straight-away drive of 3,500 miles and back would fill Canada with European motoring tourists.

(Toronto News.)

In a calm and beatific mood St. Mary's Argus remarks: "The people have been tricked out of what they feel are their rights by a factitious verdict given by a panicky electorate, stamped in one part by groundless fears of a Roman Catholic Prime Minister and of Yankee absorption, in another by a disruptionist Nationalism and fears of a proscription-manned fleet, and in a third by cries of Annexation and falsehoods about the fisheries and the navy." Now what do you think of that?

(Toronto Mail and Empire.)

Canada is indeed a land of money-making opportunities, many of which are overlooked, as, for example, that of making a bit six weeks ago that there would be 11 Conservative Cabinet Ministers returned to Parliament unopposed before November.

(Detroit Free Press.)

The Tripoli train has already cost Italy \$100,000,000. We don't know much about war prices, but we have heard that they could buy a much better one for less than half the money.

## BOARD OF WORKS DOES MUCH BUSINESS LAST EVENING

Aldermen Gathered at Monthly Meeting of the Board Found Many Important Matters to Occupy Their Attention - Engineer Murdoch's Report Shows Much Work Done in Month.

The regular monthly meeting of the Board of Works was held last evening in City Hall at eight o'clock, those present being Ald. McCordick, chairman; Common Clerk Wardrop, City Engineer Murdoch, Harbor Master Fleming, and Ald. Hayes, B. J. Jones, Smith, Wilson, Christie, Elkin, C. T. Jones, Green, Codner and Potts.

Ald. McCordick in calling the meeting to order announced that the paving work on Pond street had been completed that afternoon, and the street would, upon being cleaned, prove a credit to the city.

Ald. Christie—"Why is the work on Mill street not yet completed?" Ald. McCordick—"The P. R. intend laying what is known as a diamond at this point. It will not be in place, probably, until next spring, and if this part of the road were first paved it would necessitate removing the pavement in a very few months. The place has been temporarily filled with stones, which should prove serviceable enough for the present."

A summary of the street work done during the month showed that the department had not been idle and met with the general approval of the board. Just sufficient funds remain to keep the streets cleaned for the remainder of the year, so that few further extensions can be considered.

Ald. Green—"By whose authority was the asphalt pavement on the south side of Charles street laid?" There was no order passed for this work, and it appears that the engineer must have had it done on his own authority.

Ald. Hayes thought that the street roller was kept busy very often on streets where there was nothing to roll.

The chairman, the engineer, the Common Clerk and Ald. Jones were appointed a committee to consider the tenders for piping for the sprinkler system to be installed in the Wardrop street, with power to make recommendations to the council.

The engineer's report was next considered. With reference to the proposed widening of Mill street, and doing away with the sidewalk when the C. P. R. lays a pavement on the area touching the western side of the street, Ald. Hayes drew attention to the proposed legislation governing underground wires. He suggested that the engineer should be directed to have the street widened, and that the city take a chance upon it being used eventually.

The engineer stated that this could be constructed under the sidewalk which will not be finished until next spring. At this time the desired legislation might be procured. It was decided to allow this matter to lie upon the table for the present.

Ald. Hayes drew attention to a recommendation that a retaining wall fronting the property of G. H. and A. E. Whitaker, on Adelaide street, be erected. He suggested that the engineer be directed to endeavor to secure a retaining wall on Sydney street, but had been informed by the harbor master that no funds available. Was this application more urgent than his?

Ald. Hayes moved that the matter of retaining walls be referred back to the engineer with instructions to report in full.

The motion was carried. The engineer recommended that permission be granted Messrs. Willard and O'Neill to place an electric sign over their premises at 90 Charlotte street.

There was an understanding that such signs should be kept lighted until midnight. This was far from being a desirable thing. The common clerk pointed out that this understanding took the form of an agreement which the council were expected to sign. Many of them had so far neglected to do so. It was decided that hereafter applicants should be required to sign the agreement before permission should be extended to erect such signs. The recommendation that repairs to the retaining wall at the head of the North Wharf at an estimated cost of \$250 should be made, was adopted.

The steamer Agenoria had been recommended by the harbor master's orders to the west side of the harbor. The agents of this vessel had lodged a complaint against this procedure. Ald. Jones pointed out that their claim for towage of \$70 should not be granted as the harbor master had acted within his rights, and in the best interests of the port.

The matter was laid on the table for further consideration. The engineer recommended that application for permission to place six poles on Coburg street between Paddock and Hazen streets, on the east side of the street, be granted. It was decided that the matter should be reported on by the engineer with a view to keeping the number of poles within reasonable bounds, as they were at present numerous in this part of the city.

The offices in Warehouse No. 4 are at present heated by stoves, which are considered undesirable. In order to avoid this it would be necessary to remove the offices to another part of the building. It was decided to allow the offices to remain for the present season as in past years.

The railing along the western side of Prince Wm. street from C. B. Harding and Sons northward could be renewed at an estimated cost of \$200. On motion of Ald. J. B. Jones it was decided to make temporary repairs for the present and complete permanent repairs on the following year.

An application from the Goodyear Rubber Co. to extend a high pressure air pipe from their offices to the curb for the purpose of inflating tires had been reported upon at an earlier meeting. Ald. Jones thought that although similar arrangements had been made by the company in other cities, it might not be well for the city to lay itself open to liability in case of accident to be renewed before winter.

It was decided to allow the company to proceed with the work, without the city going on record as having granted its sanction, with the understanding that all liability in case of accident arising from the pipe, should be borne by the company.

The application of the Barry for permission to erect an electric sign over the Park Hotel was dealt with in the same manner as that of Willard and O'Neill had been.

The platform at No. 2 berth had been practically renewed at a cost of \$25.51. It had been intended to do this work by contract, and the lowest tender had represented a considerably larger sum than this amount. By doing the work by days labor, a saving had been effected.

Hon. J. D. Hazen had arranged for an engineer to inspect berths Nos. 1, 2, 3 and 4 at Sand Point. He was expected in the city tomorrow and would in all probability report favorably in which case the necessary dredging would be done by the Dominion government.

Ald. Jones drew attention to the destruction of the sidewalks in front of the new Wentworth street school, which had been destroyed by the St. Railway Co. He thought these should be renewed before winter.

The engineer drew attention to the plan of the new car sheds, and it was noted that all the entries were from one side of the building regardless of the fact that the school children must pass at this side. The chairman, the engineer and Ald. Jones were appointed a committee to see if some arrangement could not be made whereby some of the lines should lead from St. James street, where there was less traffic.

The committee will meet at two o'clock on Monday afternoon to consider the matter further.

The meeting was then adjourned.

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## TELEPHONE SUBSCRIBERS.

Please add to your directories:

Main 1589-22 Armstrong, Miss S. C., residence, 27 Dorchester number changed from Main 2123-11, to Main 1589-22.

Main 2038-22 Bond, John, residence, 41 Sewell, number changed from Main 2034-21 to Main 2038-22.

Main 1628 Boutillon, A. M., residence, Prince Wm. Apartments.

Main 2272-31 Belding, H. W., residence, 164 Princess.

Main 1370-11 DeSoyre, Mrs. M. M., residence, 17 Garden.

Main 2520 Emerson & Fisher, Intercommunicating System, 23 Germania, number changed from Main 2520-21 to Main 2520.

Main 1511-21 Frodsham, John H., residence, 1 Coburg, number changed from Main 1589-21 to Main 1511-21.

Main 1603 Gidson & Sprague, Livestock Stable, 180 Duke.

Main 2152-22 Gordon, J. J., residence, 158 St. John, W. E.

Main 1800 Garage, Princess, 110-112 Princess.

Main 1549-12 Graham, Thos., residence, 89 Hazen, number changed from Main 1403-12 to Main 1549-12.

Main 930-21 Hopkins, Arthur B., residence, 24 Exmouth.

Main 930-41 Hamilton, J. E., residence, 89 Exmouth.

Main 1261-31 Irvine, Mrs. E. P., residence, 15 Paddock.

Main 2176-21 Irvine, S. Cecil, Mgr's office, 51 Elliott Row.

Main 738-42 Mills, Miss E. K., residence, 50 Coburg, number changed from Main 268-21 to Main 738-42.

West 216-22 Montgomery, John, residence, 385 Duke, W. E.

Main 2123-12 Mills, Mrs. M. A., residence, 73 Sewell, number changed from Main 2123-12 to Main 2123-12.

Main 2050-12 Masters, C. P., residence, 89 Hazen, number changed from Main 1666-12 to Main 2050-12.

Main 2487 McDonald, W. S., Rept. Imperial Tobacco Co., 85 1/2 Prince Wm.

Main 2191-13 McDermott, B. F., residence, 106 Elliott Row.

Main 2332 McCarthy, R. Max, residence, 51 Elliott Row.

Main 1348-21 McCutcheon, Rev. M. F., residence, 7 Dorchester, number changed from Main 1959-21 to Main 1348-21.

Main 985-31 McArthur, D., residence, 101 Paradise Row.

Main 1955-11 Newman, H. W., residence, 44 Garden, number changed from Main 154-11 to Main 1955-11.

West 170-32 Nice, Judson J., residence, 277 Prince, W. E., number changed from West 111-41 to West 170-32.

Main 1561-21 Phippen, Mrs. J. L., residence, 46 Paddock.

Main 2052-11 Power, Fred J., residence, 35 Paddock.

Main 1403-22 Paul, E. W., residence, 3 Hazen, number changed from Main 1649-11 to Main 1403-22.

Main 2038-32 Robinson, E. H., residence, 77 Dorchester, number changed from Main 2335-31 to Main 2038-32.

Main 1666-12 Strain, Robt., residence, 48 Hazen, number changed from Main 2050-11 to Main 1666-12.

Main 1348-41 Ward, John, W., residence, 19 Dorchester, number changed from Main 1959-41 to Main 1348-41.

Oct. 31st, 1911. Exchange Manager.

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## LATE SHIPPING.

Parraboro, N. S., Oct. 31.—(Special) Arr'd: Sch Murray B., Carry, from Canning with hard coal; Levuka, Ogilvie, from St. Stephen; Citizen, Ogilvie, from Westport; Old: Sch Levuka, Ogilvie, for Digby with coal; Citizen, Ogilvie, for Hantsport; Abbie Verna, Able, for St. John with coal; Citizen, Bentley, for New York with 160,000 feet spruce boards and scantling shipped by R. I. Tucker.

## N. B. HISTORICAL SOCIETY.

An enjoyable feature of the monthly meeting of the New Brunswick Historical Society last evening was the reading by Rev. Dr. Raymond, of extracts from a paper written by His Honor Judge McDonald, of Brookville, Ont., entitled "Joel Stone, a Connecticut Loyalist." Timothy O'Brien, the president, occupied the chair. W. Shivers Fisher and D. Lewis, of the public works department, Economics, were elected members. The report of Judge Armstrong, the chairman of the Cato Island monument committee, was read and adopted. The secretary was asked to convey to Jas. Lowell the thanks of the society for his gift of the site of the monument and to arrange for a deed of the same.

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