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The two through trains between Montreal and Maritime Province points, viz. the Ocean Limited and the Maritime Express, are equal in regard to modern equipment to the best trains on the continent. They are solid steel trains, with the newest type of standard sleepers and standard diners.

The Ocean Limited leaving Newcastle at 4:45 p. m. is the daily train between Halifax and Montreal. Arriving at Montreal at 9:20 a. m. this train affords immediate connection with the G. T. R. International Limited for Toronto and Chicago. Connection is also established with the "Continental Limited," the train de Luxe of the Canadian National Railways, which leaves Bonaventure Station at 5:00 p. m. daily for Ottawa, North Bay, Port Arthur, Port William, Fassaton, Edmonton and Vancouver.

The Maritime Express leaving Newcastle 12:45 (except Monday's) affords connection at Quebec with the Transcontinental train leaving Falsis Station at 4:0 p. m. (daily) for Winnipeg. Connection is also established at Montreal with the G. T. R. night trains for Toronto, and with G. T. R. train for Ottawa.

Enquiry at the nearest Canadian National Railway Ticket Office will produce further information regarding the services, and concerning fares and reservations. The finest of service is afforded by Canadian National Lines.

Heroic Rescue of A Boy At Bathurst

(Catharst Northern Light)

The keen frost of the past two weeks made splendid looking ice on the calm waters of the river around Bathurst, and although it was known that the freezing process had not last-ly enough to make the ice perfectly safe, yet many of the young people were out, and as a result many narrow escapes from a drowning were reported.

None of the venturesome youths had a narrower escape from a watery fate, however, than fifteen-year-old Aurel Normandeau, of East Bathurst, who, with a companion, went once too often on the unsafe surface of the Nepisiguit River, not far from the pulp mill and iron bridge. At this point the waves ran very smoothly and very deep, and when the two broke through the ice on Thursday last their chances of life looked slim.

Normandeau's friend was singularly fortunate in being able to clamber back on to the thicker ice and thence to safety, but all Normandeau's efforts to extricate himself only resulted in the breaking of the thin ice and his rapid exhaustion in the water. His lusty cries soon brought a number of people to the vicinity, but none were able to get near him.

Mr. Fred Chase, a well known farmer at the pulp mill, heard the cries, and guessing the cause of the uproar, hurried across the bridge. Without hesitation he plunged into the icy water and reaching the now utterly exhausted youth, started a wonderful fight to shore and safety. Time after time he had to break the ice with his arm while supporting the almost unconscious youth with the other, and the small crowd of spectators watched the slow but painful struggle with a feeling of intense excitement. Hope gained strength as two figures gradually and painfully reached the shore, but once when Normandeau slipped under the ice and his gallant rescuer went after him, it looked to be the end of the heroic struggle. However, the pair extricated themselves and a great shout of joy went up when the almost lifeless pair finally reached the shore.

Normandeau recovered rapidly and was able to be about the next day. His rescuer did not come out of the experience so well, however, having suffered severely from the exposure and from painful cuts in his arms from the sharp ice.

Witnesses of the rescue state that it was a case of exceptional heroism and deserving of public recognition. Steps are therefore being made to have the case brought to the attention of the proper authorities so that an award befitting the occasion may be made.

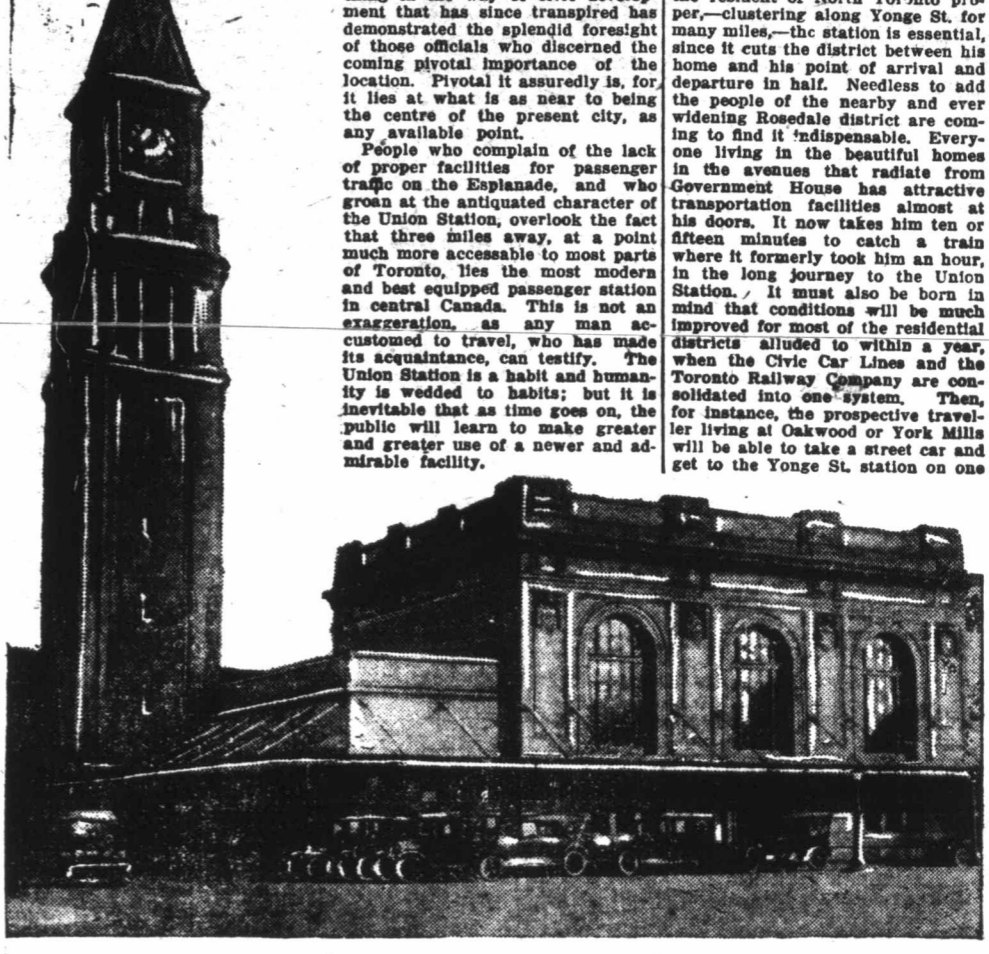
ARE ALL LADY LAWYERS BEAUTIFUL?

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What Yonge Street Station Means to Toronto



The public is so accustomed to taking things for granted that it is doubtful whether many Torontonians realize how great a boon was conferred on the city when the Canadian Pacific Railway built its Yonge Street Station. This edifice is commonly known as the North Toronto Station, but the boundaries of the city extend so far north of its site, as to make such an appellation a misnomer. As nearly everyone is aware it lies on the East side of Yonge St., about half a mile north of the Bloor street intersection, adjacent to a subway which links up the business section of old Yonge St., with the vast residential districts lying to the north.

For many years a small station, chiefly devoted to freight business, lay on the other side of Yonge St., and dated from the acquirement of the old Ontario and Quebec railway by the C.P.R. Until a comparatively recent period the old station stood within a stone's throw of the city limits, and from a public standpoint the location was regarded as negligible. When a few years ago the C.P.R. decided to build a first class modern passenger station at this point, there were those who were still doubtful whether it would

prove of real importance. But everything in the way of civic development that has since transpired has demonstrated the splendid foresight of those officials who discerned the coming pivotal importance of the location. Pivotal it assuredly is, for it lies at what is as near to being the centre of the present city, as any available point.

People who complain of the lack of proper facilities for passenger traffic on the Esplanade, and who groan at the antiquated character of the Union Station, overlook the fact that three miles away, at a point much more accessible to most parts of Toronto, lies the most modern and best equipped passenger station in central Canada. This is not an exaggeration, as any man accustomed to travel, who has made its acquaintance, can testify. The Union Station is a habit and humanity is wedded to habits; but it is inevitable that as time goes on, the public will learn to make greater and greater use of a newer and admirable facility.

course goes without saying that for the resident of North Toronto proper,—clustering along Yonge St. for many miles,—the station is essential, since it cuts the district between his home and his point of arrival and departure in half. Needless to add the people of the nearby and ever widening Rosedale district are coming to find it indispensable. Every one living in the beautiful homes in the avenues that radiate from Government House has attractive transportation facilities almost at his doors. It now takes him ten or fifteen minutes to catch a train where it formerly took him an hour, in the long journey to the Union Station. It must also be born in mind that conditions will be much improved for most of the residential districts alluded to within a year, when the Civic Car Lines and the Toronto Trolley Company are consolidated into one company. Then, for instance, the prospective traveler living at Oakwood or York Mills will be able to take a street car and get to the Yonge St. station on one car ticket, and without change of cars.

So far no mention has been made of the accessibility of this station to those living in the older parts of Toronto south of Bloor St., who have long been content to be served by the Union Station inadequate though it be. A little examination of the civic map and the street car routes then show that even for them the northern establishment is more convenient. Only force of habit has delayed a full realization of this. Every force of civic growth is tending to increase the importance of the site from the standpoint of service and it is obvious that the time is not far distant when the present excellent facilities will have to be extended. Realization of the inestimable advantages of the station came to a good many people during the races at Thorncliffe Park this past summer. Thousands who had never used it before, and hardly knew of its existence were astonished at its convenient modern character. The trend of retail business has been steadily northward, and a great manufacturing district is growing up all along the railway tracks that are its outlets.

Let This Xmas Bring Joy and Happiness to the Hearts of You All, and May the Coming Year Exceed all those Past in Health and Prosperity to You and Yours.

Santa Claus is Here

With Presents for you all—From Baby to Grandfather and Grandmother, and also for Sweethearts, in a great variety

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