

HEALTHY, HAPPY WOMEN.

Pain and Weakness Banished through the use of Milburn's Heart and Nerve Pills.

It's sad to think that so many women suffer from pain, Weak Spells, Heart Palpitation, Sinking Sensations,



Nervousness, Sleeplessness—who could be restored to the full enjoyment of perfect health by a few boxes of Milburn's Heart and Nerve Pills.

"There can be no question about the efficacy of this remedy. Thousands of women have found it do all that is claimed for it. Here is the testimony of Mrs. Gillen, Wesley Street, Moraton, N.B.

"Before taking Milburn's Heart and Nerve Pills I used to suffer untold agony from violent headache, irregular action of the heart, together with pains or spasms in various parts of my body.

"Sometimes I felt so weak that I was unable to look after my domestic duties. However, I had to endure this worry and trouble, because all the remedies I tried failed to give me relief, until happily I heard of Milburn's Heart and Nerve Pills. I had only been taking them a short time when I felt greatly benefited. This encouraged me to continue their use until a complete cure was effected.

"I have not been troubled with a headache since taking these pills. They increased my appetite, invigorated my entire system, and gave me back my old time strength and vigor."

Take a Laxa-Liver Pill before retiring. 'Twill work while you sleep without a grip or gripe, and make you feel better in the morning. Price 25c. Sold by all druggists.

5 & 10.

For a first-class variety of 5 and 10 cent goods, come here.

Glassware,
Tinware,
Woodenware,
Novelties of all kinds.

MRS. R. B. GIBSON,

Opp. Opera House.

Queen St.,

WOODSTOCK.

Be sure to inspect our **LADIES' JACKETS** before purchasing. They are just beautiful this year, surpassing all former selections. Prices moderate.



C. M. Sherwood, Centreville.

The Nicaragua Canal.

It is now quite generally conceded that the Nicaragua canal scheme is a practical proposition, from an engineering standpoint, and we are impressed that popular sentiment in this country is in favor of the construction of the canal, under some arrangement by which the United States government will secure full control of its operation. The only question which it seems must now be settled is whether the canal shall be built by private capital with government support, in some manner, or be built purely as a government enterprise. It is currently believed that congress in the coming session will enact some legislation for carrying the enterprise into being and public expectancy is awaiting the fulfillment of the time. Events recently transpired, however, seem to indicate that obstructions or difficulties are being placed in the way of government ownership or control of this canal, if eventually the project shall be taken up in earnest. In our "current events" column of this issue we repeat the substance of press dispatches which have been circulating all the week, declaring that Mr. E. F. Cragin, of Chicago, and others, have secured from President Zelaya, of Nicaragua, with the approval of his government, a concession conveying the right to construct the canal in event of the forfeiture of the concession now in force and held by the Maritime Canal Company. It seems that this transaction is the outcome of the visit made last winter by a party of contractors prominently known in connection with the Chicago drainage canal, mention of whom was made by this paper at the time. It is understood that this concession is only conditional and that many probabilities foreshadow its nullification. It is represented that to be effective it must, in any case, receive the approval of the governments of the United States and Costa Rica, and that a large sum must be paid into the treasury of Nicaragua within ninety days, in order to make the concession binding.

It is too early to verify reports which are now being made the basis of considerable discussion. In the first place, however, it is difficult to understand the position of the American parties to the concession, if it is true that, whether optional or not, any consideration is to be paid at this time or during the next ninety days. The terms granted the Maritime Canal Company are very liberal, giving ten years for the completion and opening of the canal, with provisions for extending the period in case a reasonable amount of progress has been made by the end of that time. We understand that this period begins at any time work shall be actively taken up on the canal previous to the expiration of the concession in October of next year. It thus appears that the Maritime Canal Company has complete control of the situation, at least for the present; and its exorbitant demands for the reimbursement of moneys already expended on the canal have no doubt delayed legislation on the scheme by our government.

Two other matters which give promise of complications, in one way or another, have lately arisen. An English corporation, known as the Atlas Steamship Company, obtained this year a sweeping concession for navigation rights on Lake Nicaragua and the San Juan

river, which may interfere with plans for the construction of the canal, for it is claimed that the rights granted were in violation of the older concession of the Maritime Canal Company. Further trouble may arise from the fact that on the first day of the present month the Nicaraguan government, as an independent power, went out of existence and is now merged with the United States of Central America. How, and to what authority, future negotiations or disputes with reference to rights in the territory embracing the route of the canal will be referred for settlement, will perhaps be the source of some trouble, not to speak of delay, if matters come to that exigency.

What we have gained in delay, by way of investigating the scheme, since it was first earnestly agitated several years ago, we seem to be losing by way of entanglements which threaten either to place our government in a compromising situation or else to involve it in international controversies not heretofore looked for.—Railway News (American).

A PREACHER'S NERVE

Will Break Under the Strain of Indigestion—Here's the Testimony of the Preacher and His Wife—Backsliders From Good Health Reclaimed by the Power of the Great South American Nerve.

Rev. W. S. Barker, of Peterboro', says: "I was greatly afflicted with indigestion and nervous prostration, and my wife was all run down and suffering much from general debility, and we heartily join hands in giving testimony to the great relief and curative powers of South American Nerve. Splendid results followed by the taking of the first bottle, and a few bottles have cured us both and we cheerfully recommend it to our fellow-sufferers."—Sold by Garden Bros.

Army and Navy Losses During the War.

Following are the mortality statistics of U. S. army in the war with Spain, up to October 30: Died of wounds received in battle, 61 enlisted men and 4 officers; killed in battle, 257 enlisted men and 23 officers; died of disease, 2,485 enlisted men and 80 officers; total deaths, 2910. The loss by disease is more than 7 times the deaths in battle and from wounds. The maximum numerical strength of the army was about 285,000. There was 1 death out of 98 men from all causes and 1 death out of 114 men from disease. In the naval service 18 were killed in battle or died from wounds, 11 were killed by accident and 56 died of disease, or a total of 85 deaths. The average numerical strength of the navy for the last five months was 26,102. The death rate was 10.41 per 1000 from all causes and 8.19 per 1000 from disease.

Chronic Eczema Cured.

One of the most chronic cases of Eczema ever cured is the case of Miss Gracie Ella Alton, of Hartland, N. B. On a sworn statement Mr. Alton says: "I hereby certify that my daughter Gracie Ella was cured of Eczema of long standing by using four boxes of Dr. Chase's Ointment. William Thistle, druggist of Hartland, also certifies that he sold four boxes of Dr. Chase's Ointment which cured Gracie Ella."

Helped.—"Did the doctor do anything to help your rheumatism?" "I guess so. Anyway, it has gained on me steadily ever since."

"He shouldn't say 'shoulder arms' to those cavalrymen." "Why not?" "They have nothing but swords. He should say 'shoulder blades.'"

DO YOU BROOD?

MELANCHOLIA IS A GRAVE DISEASE AND LEADS TO INSANITY.

A Broken Down Nervous System is the Cause of Trouble.

Paine's Celery Compound Nature's Nerve Bracer and Health Restorer.

Do you brood from day to day and make life a continued misery for yourself and family? If you are a victim of melancholia, understand at once you are suffering from a terribly grave disease—a trouble which induces suicide and homicide.

One of the most celebrated physicians of the day says that there are several forms of melancholia: simple melancholia, melancholia agitata, melancholia attonita, and melancholia with stupor. The first two are the most difficult of recognition, and are the forms that especially endanger the lives of victims and their friends.

Some of the first and most important symptoms of melancholy are sleeplessness, depression of spirits, slow mental movements, terrifying hallucinations and aversion to food. The whole nervous system is soon in a most alarming condition, the mind becomes affected, and even insanity may show its hideous form.

Experience has proved that the ordinary

medical treatment of melancholy fails in nine cases out of every ten, simply because the root of the disease is not reached.

Hundreds of cases of melancholia in all stages that have baffled the best medical men have been successfully cured by nature's nerve medicine—Paine's Celery Compound. This marvellous medical prescription does its work directly on the nerves. It tones, strengthens and braces up the entire nervous organization, and as a consequence, the tissues and muscles are built up, and pure life-giving blood is freely supplied to every part of the body.

Reader, this should be an all-important subject to you if you are sleepless, despondent, languid, out-of-sorts, depressed in mind and mental faculties impaired. Your path of duty is clear. Terrible dangers are ahead if you fail to banish the first symptoms. Your present and future happiness and health depend wholly upon your choice of medicine. The use of Paine's Celery Compound at this time means new life, health, vigor, activity, full mental powers and a length of happy

There's Style

In Glasses as well as in Dress.



H. V. DALLING,

Agent for (N. B. Telephone Co. C. P. R. Telegraph Co.)

The Blue Front Jewelry Store.

30 Main Street, Woodstock, N. B.

LOW PRICES

On FLOUR, MEAL & SALT,

DRIED FISH, HERRING, &c.

20 lbs. SUGAR for \$1.00.

TUB BUTTER and EGGS taken in exchange.

C. M. SHERWOOD & BRO.

WOODSTOCK.

HOTELS

JUNCTION HOUSE,

COLIN CAMPBELL Prop.

Excellent Accommodation.

McAdam Junction.

QUEEN HOTEL,

J. W. SMITH, Proprietor.

St. Stephen, - - - N. B.

Opposite Post Office, two minute's walk from C. P. R. Depot.
Newly Painted and Renovated, most convenient Hotel in St. Stephen for Commercial Men.
\$1.50 PER DAY.

VICTORIA HOTEL,

Carleton Street, - - Woodstock, N. B.

T. J. BOYER, Proprietor.

Within a stone throw of Queen Street Station, overlooking the St. John River. Sample rooms in Opera House Block and in hotel.
Terms \$1.50 per day.

Hotel Stanley,

J. M. FOWLER, PROPRIETOR,

TERMS MODERATE.

47 AND 49 KING SQUARE,

ST. JOHN, N. B.

Queen Hotel,

J. A. EDWARDS, - - Proprietor.

QUEEN STREET, FREDERICTON, - N. B.

VICTORIA HOTEL,

ST. JOHN, N. B.

D. W. McCORMICK, - Proprietor

JUNCTION HOUSE,

Newburg Junction.

Meals on arrival of all trains. First-class fare.

R. E. OWENS, Proprietor

C. P. R. TIME TABLE.

October 2nd, 1898.

DEPARTURES.

(QUEEN STREET STATION).

6.20 A. MIXED—Week days—for Houlton, McAdam, St. Stephen, St. Andrews, Fredericton, Saint John, Bangor, Portland and Boston.

8.35 A. MIXED—Week days—for Aroostook, M. Junction, Presque Isle, etc.

11.28 A. EXPRESS—Week days—for Presque Isle, Edmundston, and all points North.

1.20 P. MIXED—Week days—for Perth, Plaster Rock, etc.

1.40 P. MIXED—Week days—for Fredericton, M. Junction, via Gibson Branch.

4.18 P. EXPRESS—Week days—for Saint John, Fredericton, St. John, Bangor, West, North-west, and on the Pacific Coast; Bangor, Portland, Boston, etc.

5.35 P. MIXED—Week days—for McAdam, M. Junction, etc. (STARTS FROM OLD STATION).

8.05 P. MIXED—Week days—for Debec Junction and Houlton.

ARRIVALS.

7.50 A. M.—MIXED—Week days, from McAdam Junction.

10.50 A. M.—MIXED—Week days, from Plaster Rock, etc.

11.20 A. M.—EXPRESS—Week days, from Saint John, St. Stephen, St. Andrews, Boston, Montreal, etc.

12.15 P. M.—MIXED—Week days, from Fredericton, etc., via Gibson Branch.

2.55 P. M.—MIXED—Week days, from Presque Isle.

4.18 P. M.—EXPRESS—Week days, from Presque Isle, Carleton, Edmundston, etc.

5.40 P. M.—MIXED—Week days, from Houlton, etc.

9.35 P. M.—MIXED—Week days, from St. John, St. Stephen, Portland, etc.

General House
Finishing.

DOORS,
WINDOWS,
MOULDINGS.
FLOORING,
SHEATHING,
SCHOOL DESKS,
CHURCH WORK.

James E. Barter & Co.

Avondale, N. B.



We give this fine

watch, chain and

charm, for selling two

doz. LEVER COLLAR

BUTTONS, at ten cts.

each. Send your ad-

dress and we forward

the Buttons, postpaid,

and our Premium

List. No money re-

quired. Sell the But-

tons among your

friends, return the

money, and we send

the watch, prepaid.

A genuine American

watch, guaranteed

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