

## HEART PAINS

The Heart and Nerves are Often Affected and Cause Prostration of the Entire System.

A Kingston Lady Testifies to Her Experience in the Use of Milburn's Heart and Nerve Pills.

People who suffer from any disease or disorder of the heart nervous system, such as Palpitation, Skip Beats, Smothering or Sinking Sensations, Sleeplessness, Weakness, Pain in the Head, etc., cannot afford to waste time trying various remedies, which have nothing more to back up their claims than the bold assertions of their proprietors.

These diseases are too serious to permit of your experimenting with untried remedies. When you buy Milburn's Heart and Nerve Pills, you know you have behind them the testimony of thousands of Canadians who have been cured by their use. One of these is Mrs. A. W. Irish, 92 Queen Street, Kingston, Ont., who writes as follows:

"I have suffered for some years with a smothering sensation caused by heart disease. The severity of the pains in my heart caused me much suffering. I was also very nervous, and my whole system was run down and debilitated."

"Hearing of Milburn's Heart and Nerve Pills being a specific for these troubles, I thought I would try them, and therefore got a box at McLeod's Drug Store."

"They afforded me great relief, having toned up my system and removed the distressing symptoms from which I suffered. I can heartily recommend these wonderful pills to all sufferers from heart trouble."

Laxa-Liver Pills cure Biliousness, Dyspepsia and Constipation. Every pill perfect.

5 &amp; 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.

## SEA-GOING RAFTS.

(Continued from seventh page.)

one tug towed the forward part into the harbor of San Francisco, while the other succeeded after a time picking up the remaining portion and towing it to the same port in safety. Only a tenth of the lumber was lost.

The raft which started in June contained 5,000,000 feet of lumber, and was 396 feet long by 53 feet wide. It is difficult to realize the immense quantity of material incorporated into this raft, though a comparative idea may be gained by considering the fact that the average capacity of large ocean vessels is little more than 1,000,000 feet. Portland already has the distinction of loading the largest cargo of lumber that ever left the Pacific coast, which was won last year when the Glenloch took 3,000,000 feet of railroad material to Siberia. Now, to pile Pelion on Ossa, the new rafts appear.

The idea of shipping lumber in this way originated with Johan Paulsen, a prominent lumberman, whose attention was attracted to the subject last winter by the difficulty of securing vessels to take lumber to San Francisco, owing to the fact that the majority of those available had entered the Klondike and Alaska trade. Doubters scoffed at the idea of transporting lumber in such a form, but the long years spent by Mr. Paulsen in the lumber business had included experience in rafting on eastern rivers and lakes, as well as on the Baltic; so, after looking at the project from a scientific standpoint and carefully considering all the difficulties connected with it, he concluded that a method of construction suited to an ocean trip of seven hundred miles could be evolved.

The raft projects very little above the surface of the water, and this greatly increases its chances for a safe trip, as the waves wash completely over it, encountering little resistance, instead of expending their force in battering it to pieces. This is a principle used in the construction of the famous whale backs, and one which experience has proved to be valuable.

The first step in constructing this late arrival among the various types of marine architecture is to select a dock, or drive a line of piling, 400 feet long, as the basis of the work, and to supply a straight edge for the side of the raft. A stringer, or what might be termed a keel, is built for the entire 400 feet by fastening together five layers of two-inch plank with ends butted so as to ensure the greatest strength. Five of these stringers are made, and placed something like huge joists, ready for a floor, and are then planked over crosswise, making an immense platform 396 feet long and 53 feet wide. The bottom of the raft is now made, and the next step is to pierce each stringer, or joist, at intervals of 12 feet, and insert a long and heavy wrought-iron bolt, fitted with washer and nut below, certain planks being left loose up to this point, to allow their adjustment. The platform which at first looked like a large dancing floor, is now so changed as to resemble an orchard with long rows of spindling trees. The purpose of these rods can be seen after the lumber is put in.

First, a layer of lumber is placed lengthwise; next, another crosswise; and so on, till a pile 21 feet deep is made, the raft gradually sinking as the load becomes heavier, and about a third projecting above the surface all the time. The rods serve to connect the bottom and top, and bind the mass into a homogeneous whole.

A very liberal factor of safety is allowed as the aggregate strength of the 170 rods would support a weight of 25,000,000 pounds, while the weight of the completed raft is only 15,000,000 pounds out of water, and much less when submerged. The completed raft is encircled lengthwise by a 1 1/4 inch cable to furnish a secure hold for the towline. The cable is of plow steel, and its strength is equivalent to that of a 14-inch hawser.

Before construction was commenced, a prominent marine underwriter was approached in regard to insurance. He admitted that the danger of loss was not nearly as great as many people would suppose, but predicted that the promoters of the project would encounter difficulty in insuring the raft, because it is so radical a departure from the orthodox methods of transportation, and because if successful, it would have a far-reaching effect upon the lumber-carrying trade on the coast. Mr. Paulsen has applied for patents on his novel lumber carrier, and he expects his raft to occupy a place beside the whaleback, which was at first an object of ridicule.

## Asthma Gasp.

The wheezing and strangling of those who are victims of Asthma are promptly relieved by a few doses of Dr. Chase's Syrup of Linsed and Turpentine.

A cloth dipped in alcohol or glycerine and rubbed over the glass will prevent the frost from taking any effect on the window.

All men who advertise are not successful, but, with rare exceptions, all successful men have been advertisers.

Mr. Balfour is one of the fastest speakers in the house of Commons, uttering an average of 150 words a minute.

Cook's Penetrating Plasters.

## SUGAR ESTATES IN CUBA.

A Picture of Their Conditions Half a Century Ago

Jonathan S. Jenkins, an American miniature painter, lived in Havana during the middle of the century, and kept a diary of his experiences. A selection from this journal is published in the October Century. Mr. Jenkins says:

Coffee plantations, though so beautiful, have not increased in numbers of late years; in fact, many of them have been changed into sugar estates, which are more profitable and render the owner socially more important. The owner usually resides in Havana, where his family may enjoy the pleasures of cultivated society and have the luxuries of a city; he therefore employs a sort of middle man, called a major-domo, to manage his estate. The owner wants all the money he can get to maintain his establishment in Havana, and the major-domo seeks to increase his percentage, and thus the poor slaves are ground to the dust, and at times the cruelties practised are barbarous. The mayorals are usually Canary Islanders, a hot-tempered and cruel race, and, being without a restraint of the presence of the owner, are vindictively oppressive, and in their inhuman punishments often take life. The horrors which have been perpetrated in Cuba by the lash would disgrace barbarians.

One striking fact attesting the hardships of slave life on a sugar estate is that children are very rarely seen there. Slave men in their vigor are more profitable, and hence in a large force of several hundred men only a few women are allowed. The labors and hardships which these women endure tend to prevent increase, and the few children born usually die in infancy from neglect. There is no care taken to prevent this result, as they say it is cheaper to supply the losses on the plantation by new importations than by the rearing of children. The climate, fortunately, is so mild that the slaves need but little clothing, and a wide palm hat and a cloth about the loins is their costume in the fields, the sun seeming to have but little effect upon their black skins.

Every week there is a ration day, on which they are drawn up in long lines, and a few pounds of black looking beef brought from Buenos Ayres are thrown at the feet of each which at night each cooks to suit himself. In addition a coarse meal or small hominy (bran and all) is boiled, and put in a trough, from which they eat it every morning with a spoon, a paddle or their hands, as they choose.

The Africans brought into Cuba are generally from the coast of Mosambique, and are called Locomees and Caravales. They are large, stout men, of dogged will, and at times are very obstinate.

All these creatures believe implicitly in the transmigration of souls and that if they commit suicide they go immediately back to Africa. To check this evil, when a suicide occurs, the mayoral makes each of the slaves bring a bundle of wood and build a funeral pyre, on which the body is burned. The ashes are then scattered in the air by the survivors, in whose opinion the dead negro's soul is thus prevented from returning to Africa. In scattering the ashes they sigh audibly, "Aha! Aha!" as if expressing grief that the soul of their companion can no longer go home.

The appearance of the sugar estates is the very opposite of the beautiful coffee plantations. Wide fields of monotonous green stretch themselves to the horizon on every side, while here and there the royal palm lifts its tufted head above the verdure level. The mayoral's house, the sugar works, and the dingy barracoons for the slaves are the only objects to break the monotony of the desolate scene. When first planted, the cane is laid lengthwise in trenches, or furrows, about five or six feet apart, and then covered. From each eye (there is an eye to each sound joint) a shoot springs up and sends out others, forming a bunch of canes; and thus the fields are covered with the most luxuriant green.

Every year the crop is cut at the ground, and the next season another crop springs up from the roots, which are called vatons. These vatons will yield crops in this way for several years, the length of time depending on the mildness of the climate. In Louisiana only three or four crops are gathered from one planting while in the tropics eighteen or twenty are thus obtained. The grinding of the cane begins about the last of October, and continues until the beginning of the rainy season, a period of nearly six months. This is the time of greatest labor on the estate; and without intermission of Sundays or holidays with but few exceptions, the slaves work incessantly and men and teams are worn out before work is over. The slaves are given a few trifling presents and are allowed some extra privileges to encourage them in undergoing the increased labor.

Grand Trunk Engineer Swears by Dr. Chase's Kidney-Liver Pills.

Mr. Geo. Cummings, for over 20 years engineer Grand Trunk running between Toronto and Allandale, says: "The constant duty with my work gave me excessive pains in my back, racking my kidneys. I tried several remedies until I was recommended by my friend, Mr. Dave Conley, to try Dr. Chase's Kidney-Liver Pills. Two boxes have completely cured me and I feel today a better man than ever. I recommend them to all my friends."

## 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 &amp; SALT,

DRIED FISH, HERRING, &amp;c.

20 lbs. SUGAR for \$1.00.

TUB BUTTER and EGGS taken in exchange.

C. M. SHERWOOD &amp; BRO.

WOODSTOCK.

Eat  
Wholesome  
Meat

And be happy. Well killed, well taken care of, is all our meat. Your wife can cook it well and you will thrive on it.

Roast, Steak,  
Lamb, Fresh Pork,  
Sausages, Tripe,  
Liver, Bacon,  
Pressed Corned Beef.

We can give you anything in this line usually kept in cold storage.

Telephone 18-2.

BROWN &amp; RAYMOND,

Connell Street, Woodstock.

General House  
Finishing.

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

James E. Barter &amp; Co.

Avondale, N. B.



We give this fine watch, chain and charm, for sending two doz. LEVER COLLAR BUTTONS, at ten cts. each. Send your address and we forward the Buttons, postpaid, and our Premium List. No money required. Sell the Buttons among your friends, return the money, and we send the watch, prepaid. A genuine American watch, guaranteed for a few hours' work. Mention this paper when writing.

LEVER COLLAR CO.,  
20 Adelaide St. E.  
Toronto, Ont.

## 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,

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D. W. McCORMICK, - Proprietor

JUNCTION HOUSE,

Newburg Junction.

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

R. B. OWENS, Proprietor

C. P. R. TIME TABLE.

October 2nd, 1898.

## DEPARTURES.

(QUEEN STREET STATION).

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

8.35 A. MIXED—Week days—for Arundel, McAdam, 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, etc., via Gibson Branch.

4.18 P. EXPRESS—Week days—for Saint John, Fredericton, St. John, Vancorbo, Quebec, Sherbrooke, Montreal, and all points West, Northwest, and on the Pacific Coast, Bangor, Portland, Boston, etc.

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

8.05 P. MIXED—Week days—for Debec Junction, etc.

## 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, Caribou, 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.