

LADYSMITH REVISITED.

During and After the Siege.

Ladysmith revisited after absence of about a month presents many features worthy of congratulation. There has been complete transformation both with regards to the town itself and its inhabitants. Traces of the siege, with the exception perhaps of the shattered tower of the Town Hall and the now desolate looking spaces formerly occupied by various crops, have almost entirely disappeared. The atmosphere which during the siege was stifling and pungent with noxious odours, is pure and invigorating, and there is a general air of contentment and prosperity amongst the residents that one can hardly credit them with, having so recently passed through all the horrors of the bombardment.

The change is inconceivable. No longer does one meet the gaunt hollow-eyed, hungry skeletons of men and women tottering wearily along the streets or shivering with terror as the shells from "Long Tom" came shrieking through the air carrying death and destruction in their wake; no longer the half-stunned British soldier fresh from his twenty-four hours at the trenches parades the streets in search of supplementary food; no longer the hopeless query from every lip "Any news of Buller?" or the exclamation made a household word by the late G. W. Stevens "O, Lord, how long?" All this is gone, and there is a hearty greeting and hand-shake as old friends meet with the customary invitation to "Come and have a drink."

When I left Ladysmith a month ago there was scarcely a shop window in the main street which could boast of a whole pane of glass, and not a shop with any article of any kind for sale. So far as business was concerned, the town presented the appearance of a deserted mining camp. Tradesmen's sign-boards were meaningless in many instances—an inward torture. They denoted the butcher and baker, but supplied neither meat nor bread; and one's impulse was to tear the tantalising boards from their fixtures. Now every place of business, merchant and trader, is in full swing, whilst numbers of families who left the town prior to the siege are back in their homes once more, and following their ordinary occupations.

The sanitary condition of the town, as I have indicated, is a matter for the heartiest congratulations. Prior to the relief the whole place and its surroundings had developed into cesspools of filth and fever, from which there was no escape. There was no opportunity for cleansing the town of these "sinks of iniquity" as the gathering together of a limited number of coolies was always the signal for the Boer artillerists to resume operations. Now the Boer is no longer master of the situation, and his occasional sniping operations in the vicinity of Elands-laagte or Acton Homes have no terrors for the people of Ladysmith under the efficient management of Superintendent W. A. King, son of Mr. Robert King, of the Public Works Department.

The town has been thoroughly cleansed and disinfected, and the work has been done so thoroughly and satisfactory that Mr. King and his two sub-inspectors, merit every congratulation and praise. It was a difficult task well performed, and one which has greatly added to the health and well being of both the garrison and inhabitants. Ladysmith has indeed undergone a change for the better, though in its garrison one misses the presence of many old friends who passed uninjured through the siege.

The gallant squadron of the Imperial Light Horse have departed, to win additional glory elsewhere; and the old garrison is now so scattered, and their places filled up by the relieving forces, that one feels like a stranger in a strange land.

I was glad to learn on my return here that Mr. Percy Greathead, the well-known Rand sportsman who had been serving during the siege as a member of the Corps of Guides and Scouts, has received a commission as lieutenant in the Imperial Light Horse. His brother, "Monty," it will be remembered, was shot in that never-to-be-forgotten battle of Caesar's Hill, but the bereavement has only served to strengthen and sustain the surviving brother's determination to stand by the old flag.

The health of the forces in and around Ladysmith could not be better, but both officers and men are inwardly chafing at so prolonged a period of inactivity. General Buller and his able staff of officers have so perfected their line of defence that if the Boers are not getting "restless," as so many of the newspapers term it, they must undoubtedly be getting heartily sick of trying to circumvent us. Correspondents, generally, seem to have been labouring under a little misapprehension. In the same breath they have been asserting that the Boers were massed on Biggarsberg and shelling Elands-laagte, leading to the belief that the Berg is within firing range of Elands-laagte. This is not so. The foot of the Biggarsberg range, or entrance to the pass, is at least twenty miles distant from Elands-laagte, and the Boers who have been harassing our patrols and pickets in the neighbourhood have advanced at least fifteen miles south of the Berg.

The disloyalty of the Natal Dutch around Ladysmith is beginning to manifest itself more clearly every day, and a number of arrests have already been made. It appears that many of the Dutch farmers who largely predominated in this district, removed their cattle, furniture, etc., to the Free State and Transvaal just before the relief. They scented danger in time and got away their effects whilst facilities were available. It is to be hoped a record of their names will be forthcoming when the "settlement" problem comes to be decided.—Cape Town Argus.

A Good Cure.

THE GRODER DYSPESPIA CO. L^TD.
ST. JOHN, N. B.
GENTLEMEN,—For over one year I suffered with what the four doctors I consulted in N. H., called dyspepsia. For hours at a time every day I suffered the most excruciating pains. The cramps would double me up so that I would have to groan. I would vomit up everything I ate for days at a time. I was terribly wasted and so weak that I could scarcely raise a teacup to my mouth. Nothing I could get would do me any permanent good. Finally a friend persuaded me to try Groder's Botanic Dyspepsia Syrup. I took four bottles and am now able to do a good day's work. It is six weeks since I finished the last bottle. I eat anything I ever was fond of and suffer no inconvenience. I send you this voluntary testimonial, hoping that you may use it and that some one who reads it may be benefited by the use of Groder's Botanic Dyspepsia Syrup as I have been.

Yours truly,
RICHARD JACKSON,
Hartland, N. B., Aug. 30th, 1899.
For Sale by
C. A. McKeen, Woodstock.
Garden Bros., Woodstock.
Estey & Curtis, Hartland.

The Automobile.

Last year about this time the city was invaded by a procession of electromobiles, which flitted gaily up and down the asphalt street. The public was given to understand that the business of manufacturing electric vehicles in Canada would proceed at once. We were to witness quite a displacement of horses by last fall; and this year the streets were to be quite lively with horseless rigs. The prophecy has not held good. As far as Toronto is concerned there are very few automobiles to be seen on the streets. The electric vehicle especially is conspicuous by its absence. Two or three carriages, the motive power of which is steam, have put in an appearance on the streets, but beyond these and an odd gasoline motor there is no evidence of the coming supremacy of the horseless carriage. It will evidently be some years before the automobile gains much practical headway in our cities. The reason for this is not obvious. If the automobile possesses the advantages generally claimed for it there is no reason why it should not more rapidly supersede the clumsy horse and wagon combination now in use. While the horseless wagon is as yet somewhat of a curiosity in Canada, it is said to be making great headway in France, and to some extent in Great Britain. But that perfection has by no means been reached is evident from the failure of those who have gone into the business to fulfil their promises. The horseless carriage belongs to the future rather than to the present. That it is to be the vehicle of the next decade there can be no doubt, but it is not the vehicle of today. An English publication, The Public Health Engineer, makes this prophecy in regard to automobiles: "Motor cars," it says, "are now with us, and we feel so certain of the permanency of their stay that we predict that in ten years' time the whole of the heavy traffic of our large towns will be conducted by mechanical means, whether for the purpose of propelling omnibuses, railway vans, brewers' drays, water carts, dust carts or the quicker traffic of cabs and tradesmen's carts. And we further say that in twenty years' time it will be forbidden to bring horse-drawn vehicles within three or perhaps five miles of St. Paul's."—Toronto World.

A BOON TO HORSEMEN. English Spavin Liniment removes all hard, or soft or calloused Lumps and Blemishes from horses, Blood spavin, Crabs, Splints, Ring Bone, Sweeney, Stiffes, Sprains, Sore and Swollen Throat, Coughs, etc. The use of one bottle may make you \$50. Warranted the most wonderful Blemish Cure ever known.

Cost of a Trip to South Africa.
In spite of the large American interests in the Transvaal and other parts of South Africa no direct lines of passenger communication between the United States and that country have ever been established. All passenger traffic for the scene of the present war between the Boers and the Briton must be by way of Europe. From there one may have the choice of several lines. The steamships of the German East African line touch at Amsterdam twice a month on their way to Delagoa Bay and Durban. Steamers of the Union and Castle lines sail each Saturday from Southampton, England, for South African ports, but first go to Holland to pick up passengers and freight. The British and Colonial steamships sail every fortnight direct from London to Capetown. They are of light draught, especially designed to cross the bar at East London and Natal, but carry only first-class passengers. Rates of passage from London to Capetown range from \$66.43, third class, up to \$199.28, first-class. The distance from London is 5,951 miles, and the

A Friend's Advice.



When you find your kidneys out of order, when your back aches and pains and gives you endless misery, when you have to rise often in the night and endure torture during the day—take a friend's advice. Get a box of

DOAN'S KIDNEY PILLS.

There are lots of people in your town, who have been cured by this remedy. Mr. T. Sarchet, merchant tailor, Brockville, Ont., says they cured him of a severe attack of backache and kidney trouble. They cured Mrs. E. Ford, St. Thomas, Ont., of dropsy. Mrs. Wm. McNeill, 93 St. James St., St. John, N.B., says they cured her of distressing backache, from which she suffered for over six months.

From nearly every city and town in the Dominion we get statements similar to the above. People who have used them are always glad to say a good word for Doan's Kidney Pills. average time of the voyage by royal mail steamers is seventeen days, and by other lines about twenty-one days. From New York one must add, of course, to these figures from six to nine days of time, and from \$50 to \$100 for fare. In brief, a traveller from New York to Capetown via England might reasonably hope to make the voyage in something less than thirty days, and possibly in twenty-five, at an expense for steamer fare of from \$139.43 to about \$300, according to the accommodations desired. Most of the English lines sell through tickets to Johannesburg via Capetown, the first-class fare being \$225.13, and the additional time from Capetown by rail about two days. It is hardly necessary to add that during the reigning unpleasantness there is no railway communication between Capetown and Johannesburg, nor is there likely to be until the way is forced open by the British army with bayonets and cannon.—Leslie's Weekly.

STATEMENTS

That Command Attention and Inspire Hope.

Paine's Celery Compound THE NEVER-DISAPPOINTED BANISHER OF SICKNESS AND DISEASE.

The statement that Paine's Celery Compound builds up sickly, weak and rundown people, is true in every particular. It is also true that Paine's Celery Compound is the only medicine in the world that can successfully grapple with obstinate and long-standing cases of disease and give to sufferers active limbs, pure blood, clear complexion, healthy appetite and perfect digestion. Scores of able and reliable physicians, prominent druggists, legislators, merchants and leaders in society can bear testimony to the wonderful cures wrought by Paine's Celery Compound during the past spring months.

Such facts and statements should be sufficient to convince all doubting and despondent sufferers, and inspire them with a determination to test the world's great health-giver. Mr. Chas. W. Ross, Department of Railways and Canals, Ottawa, writes thus: "For a long period of time I suffered from the pains and tortures of neuralgia, and the effects to my general system were so serious and alarming that my doctor ordered an ocean trip. I went to England at considerable expense, but had to return to Canada almost as bad as when I left it. After getting home I determined to commence the use of Paine's Celery Compound, as it was strongly recommended for such troubles. After using the medicine for a short time the results were most pleasing and gratifying. The attacks became less frequent and less severe, and soon the whole trouble was completely banished. I have not experienced a pain or ache for months. I take great pleasure in recommending such a marvellous medicine to all neuralgia sufferers. Paine's Celery Compound has astonishing virtues and powers, and will certainly overcome any form of neuralgia."

Precepts for Boys.
A very successful teacher of boys gave six "Remembers" to his pupils:
First.—That a quiet voice, courtesy and kind acts, are as essential to the part in the world of a gentleman as of a gentlewoman.
Second.—That roughness, blustering and even foolhardiness are not manliness. The most firm and courageous men have usually been the most gentle.
Third.—That muscular strength is not health.
Fourth.—That a brain crammed only with facts is not necessarily a wise one.
Fifth.—That the labour impossible to the boy of fourteen will be easy to the man of twenty.
Sixth.—That the best capital for a boy is not money, but a love of work, simple tastes and a heart loyal to his friends and his God.
"Myrtle Gushton writes that she is now living in splendour." "I suppose she's got a new silk petticoat."

WRITE YOUR BUSINESS LETTERS

on good Letter or Note Paper with your name, business and address tastefully printed on it.

Enclose Your Business Letters

in good Envelopes with your address printed in the corner. We can sell you this printed stationery about as cheaply as you can buy it unprinted.

Parchment Butter Paper

is a specialty with us. We can give it to you in large size 24x36 inches, for tub linings or, in printed or unprinted wrappers for one or two pound prints. This paper is the very best on the market and we buy it in such quantities that we can sell it as cheaply as any office in the province.

THE DISPATCH, Queen Street, Woodstock, N. B.

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BRISTOL'S BIG STORE.

My stock of Boots and Shoes is large and varied. I can give you all qualities, all shapes and all sizes. Come in and let me quote you prices.

In all lines of Hardware and Tinware you can save money by buying at the Big Store.

LIME AND BRICK A SPECIALTY. FRED. A. PHILLIPS, Bristol.

Mrs Hardupp: John, the butcher from the place where we used to live has found out our address. He called here with that last year's bill and was real impertinent. Mr Hardupp (hotly): Impertinent, was he? Well, now we'll just let him wait for his money!

County Attorney Eranson of Franklin County appears to be an exceeding business-like and unsentimental sort of a fellow. Those who visited his office recently found this brusque card pinned to the door: "Am at home. Was married today."

The lover foresaw difficulties. "A chasm," he exclaimed, "yawns at our feet!" Vivian Brisket, the Chicago girl, had never looked more beautiful than she was looking tonight; but there was a good deal of horse sense about her for all that. "Perhaps it's because my feet are such a chestnut!" she suggested, with the utmost candor.
"You are really anxious to go to South Africa to nurse the sick and wounded? But my young lady, have you any experience in nursing the sick and wounded?" "Rather! Four of my brothers play international football and my father took up cycling at 76!"
Old Man: Why don't you marry? Young One: Do you think a man could procure all the necessities of life on 1,800 dollars a year? Old Man: Of course, but not the luxuries. Young One: Well I haven't decided yet whether a wife is a necessity or a luxury.
Old Yachtman: Were you ever caught in a sudden squall sir? Robinson: Many a time; (then, pensively) I've helped to bring up eight children.
"Johnny, you talk too much." "See here, dad, am I too blame for your marrying into a talkative family."

CANADIAN PACIFIC

NATIONAL BAPTIST CONVENTION OF CANADA, WINNIPEG, MAN. July 5th to 13th, 1900.

For the National Gathering of the Baptists of Canada very liberal arrangements have been completed by the Canadian Pacific Ry. The educational advantages of a trip to Winnipeg, situated in the centre of the Great Canadian Northwest wheat district is well worth all the expense of the journey. The following is an outline of the railway arrangements:—
RATE.—Delegates, wives of delegates and daughters of delegates are to be issued one way first class tickets to Winnipeg at one way lowest first class fare and standard railway convention certificates to be furnished therewith.
GOING DATES.—Tickets to be sold good to go June 26th to July 5th, inclusive, to be limited not good after July 8th.
RETURN TRIP.—Certificates must be signed in Winnipeg by the Secretary of the Convention and on surrender to agent tickets to be issued back to original starting point good till August 15th, as under. If route to Winnipeg has been via all rail, ticket to return the same route to be issued free, or, if desired, ticket to return via Lake route to be issued on payment of \$4.50. If route to Winnipeg has been via Lake, ticket to return the same route to be issued on payment of \$9.00, or, if desired, ticket to return via rail to be issued on payment of \$4.50.
The one way first class limited all rail rates to Winnipeg from the principal points in the Maritime Provinces are as follows:—
St. Stephen, N. B. \$50.50
Woodstock, N. B. 51.00
Fredericton, N. B. 51.20
St. John, N. B. 50.50
Moncton, N. B. 50.50
Truro, N. S. 54.00
Pictou, N. S. 54.75
North Sydney, C. B. 57.55
Halifax, N. S., via I. C. 55.00
Halifax, N. S., via D. A. R. 53.50
Yarmouth, N. S., via D. A. R. 51.50
New Glasgow, N. S. 54.75
Cost of double berth in palace sleeper Moncton or St. John to Montreal \$2.50, Montreal to Winnipeg \$8.00, or double berth in Tourist Sleeper Montreal to Winnipeg \$4.00.
SIDE TRIPS FROM WINNIPEG TO KOOTENAY AND PACIFIC COAST POINTS.—
The Canadian Pacific is arranging to give delegates round trip tickets to Kootenay and Pacific Coast point at rate of single fare for the round trip. Tickets will be on sale at close of the Convention and will be limited to reach Winnipeg, returning, so that passengers can reach their original points up to and including August 15th, as named above. Rates from Winnipeg to be about as follows:—
Vancouver, B. C. Tacoma, Wash.
or
Victoria, B. C., \$50.00 Seattle, Wash., \$50.00
Nelson, B. C., 45.00 Revelstoke, B. C., 50.00
Rossland, B. C., 45.00 Greenwood, B. C., 49.00
Banff, Alb., 31.40 Edmonton, Alb., 35.05
Calgary, Alb., 27.35 Moosejaw, Assa., 9.64
For any further information as to routes, train service, berth rates, etc., or for time tables, maps and description, write to,
A. J. HEATH,
D. P. A., C. P. R.,
St. John, N. B.