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DRUGGIST,

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CANADIAN  
PACIFIC

In effect June 10th 1901.

DEPARTURES—Eastern Standard Time.  
(QUEEN STREET STATION).

6.00 A. MIXED—Week days—for McAdam Jct.  
St. Stephen, St. Andrews, Fredericton,  
Saint John, Bangor, Portland and Boston.  
7.05 A. MIXED—Week days—for Arnostook  
Jct. Junction, Presque Isle, etc.  
11.28 A. EXPRESS—Week days—for Presque  
Isle, Edmundston, and all points  
North.  
3.05 P. MIXED—Week days—for Bath and  
M. intermediate points.  
3.40 P. MIXED—Week days—for Frederic-  
ton, etc., via Gibson Branch.  
4.40 P. EXPRESS—Week days—for Saint  
John, St. Stephen, St. Andrews, after July  
1st; Fredericton, St. John, Vancorbora, Quebec  
(via Megantic), Sherbrooke, Montreal, and all  
points West, North-west, and on Pacific Coast;  
Bangor, Portland, Boston, etc. Palace Sleeper  
McAdam Jct. to Montreal. Palace Sleeper  
McAdam Jct. to Levis (opposite Quebec). Pullman Sleeper  
McAdam Jct. to Boston.  
9.10 P. MIXED—Week days—for Debec Junc-  
tion and Houlton.  
ARRIVALS.  
10.00 A. M.—MIXED—Week days, from Mc-  
Adam Junction.  
11.23 A. M.—EXPRESS—Week days, from Saint  
John, St. Stephen, St. Andrews, Boston, Montreal,  
etc.  
12.20 P. M.—MIXED—Week days, from Frederic-  
ton, etc., via Gibson Branch.  
2.10 P. M.—MIXED—Week days, from Presque  
Isle.  
4.40 P. M.—EXPRESS—Week days, from Presque  
Isle, Caribou, Edmundston, etc.  
5.50 P. M.—MIXED—Week days, from Houlton.  
9.10 P. M.—MIXED—Week days, from Bath, etc.  
11.05 P. M.—MIXED—Week days, from St. John,  
St. Stephen, Portland, Boston, etc.  
A. J. HEATH, D. P. A., St. John.

## What I Saw Across the Sea.

BY S. M. BOYER.

NO. 18.

A trip to the palace of Versailles. Six horse teams and carriages with an awning over head fitted out to accommodate from thirty-six to forty persons are driven in and out of Paris on excursions and one can find these drives very interesting. We help to form a party of thirty-six persons to visit the old palace of Versailles and St. Cloud. An interpreter and guide accompanies the party. The first part of our drive takes us through the Bois De Boulogne. In this part of the city the English under Wellington encamped in July 1815. We pass a number of lakes and arrive at the review ground and race course of Longchamps from which a view is obtained of Fort Vatan. Those who have read the history of the Franco Russian war will remember this is the fort which offered such stubborn resistance to the besieging army during the war. Skirting the river Seine we cross the bridge of St. Cloud and in a little while we reach the fort destroyed by the Germans in 1871. As we viewed the remains of the fort we thought the Frenchmen's skin was getting pretty thin. About that time King William with the Russians established at Versailles for the siege. His batteries already crowned the heights, Napoleon, a prisoner, Bazaine shut up in Metz, the city of Paris at this time in the hands of the commune. We pass the Emperor's garden and go along Montretout a position retaken from the Germans by the French again and again during the siege of Paris. Our guide showed us the position taken by the French and Germans in the battle. We return to our coach again and are soon dashing along through the town of Ville D'Avery. Here is the famous residence of the statesman Gambetta. Passing through the avenue we enter the royal park of Versailles. Very soon we arrive at the grand Trianon. This palace was built in 1688 by Louis XIV. It was a favourite residence of Louis XV. and XVI. and also Napoleon. We leave the coach and accompanied by our guide and interpreter go to inspect this ancient palace. The guide upon entering showed us a large room used by the ministers of state for councils of war and other important matters of government. Marshall Bazaine was tried and condemned in this hall on account of his conduct at Metz. The room is filled with statuary and costly vases. We are next shown the private rooms of Napoleon, the furniture, bath rooms and bed are all intact. The guide was very particular to show us all the belongings of the great general. Napoleon was very short in stature, and the bed did not look as it was much over five feet long. The next rooms visited were a suite prepared for the reception of Queen Victoria in 1854. The furniture of this room is of the richest kind. At that time Her Majesty did not avail herself of these rooms. Here we saw the state carriages, eleven in number. One of them is four hundred years old. Parts of it are heavily plated with gold. It weighs four tons. It was used at the coronation of Charles the 10th and also at the baptism of the late Prince Imperial. It is said to be the most gorgeous and costly carriage which has ever been constructed to hold four persons. It is said to have cost one million francs. Noticeable here is the wedding carriage of Napoleon I. Many other interesting things are to be seen but our guide hurries us on. We again take our coach and are driven to another part of the palace and near by is the hotel at which we put up for dinner or lunch at twelve o'clock. We found ourselves seated at an overcrowded table and paid four francs for lunch and trusted luck for what we could get which was very unsatisfactory. As the great fountains were to play that day it brought out tens of thousands of people from the city. It costs some thousands of dollars to operate the machinery. After lunch we again followed our guide to the main palace. This was built in 1665 numerous additions having been made since that time. The object was to provide not only an imposing seat of government but also a permanent residence for the entire court. The guide told us the palace had rooms for ten thousand persons in all. After having gone through it I did not doubt what he said. Its longest facade, 630 yards, is pierced by four hundred windows. We first visit the chapel. Ascending a stair case we enter a large room in which the most interesting things to be seen are the military pictures of Napoleon. Many of them are paintings of scenes in the Crimean war. These were interesting to us as I remember many incidents in connection with the war. Passing along through a series of rooms until we reach the state rooms of Louis XIV. Here we are shown one of the grandest ball rooms in the world, measuring in length 240 feet, 40 feet wide and 43 feet high, lighted by seventeen arched windows which correspond with arches on the opposite side filled with mirrors. It was in this room that William I. of Prussia was proclaimed Emperor of Germany in 1871. We now pass to the king's bed room which still contains the bed upon which King Louis XIV. died. This room is called the gem of the palace. The decorations of the room are superb and

the furniture is magnificent. Leaving this room we next come to the apartments of Maria Antoinette, where we are shown the bed chamber and private apartments. These are tastefully decorated. Here the guide shows us the room from which she was dragged by the mob and carried to Paris. We pay the guide an extra tip to see these apartments. In all these rooms on the walls are hung oil paintings, the finest works of art. We now follow the guide to the Grande Galleries Des Batailles, an immense gallery 393 feet in length, 42 feet in breadth and the same in height. This hall was used for large gatherings on state occasions. On the walls here are the finest military and largest oil paintings I have ever seen. There are miles of the finest work of art in this palace. The gardens in rear of the palace are next visited. I thought I had seen some of the finest gardens in the world. I had spent nearly one day in the botanical gardens in the city of Washington, have seen the Kew gardens on the banks of the river Thames, have gone through the botanical gardens of Belfast, to say nothing of other places, but I will confess this eclipsed anything I had ever seen in my life before. Sculpture, lawns, trees, ponds and flowers harmonizing admirably with the palace. In front was a sight not soon to be forgotten, the playing of the fountains. These attract large numbers of people. It is a most beautiful sight. They play the first Sunday in every month. It was thought there must have been more than fifty thousand persons present the day we were there. Such a magnificent forest and such drives can be seen only in a few countries. I have given my readers a hurried description of what I saw at the palace. At 7 p. m. we take our coach and return to Paris, a distance of fourteen miles. We have one more day left to spend in Paris and our disposal for a trip to Switzerland but our date to sail from Liverpool had been fixed. A trip to this country is very interesting and persons who travel on the continent think their trip incomplete without visiting Switzerland. I may say for the benefit of intending travellers that the railways are all taken over by the government and to induce tourists to travel through their country the fare is made very cheap. Instead of paying by the mile as in other countries you pay by the number of days you travel. You will purchase a ticket for so many days travel on any line. Your photograph is made and pasted on the back of your ticket and when you have travelled out your time you surrender your ticket. By this method travel is reduced to a mere nothing compared to other countries. Good lodgings can be had for three to four francs, sixty or eighty cents Canadian money. Eight hours ride out of Paris through the St. Gothard tunnel will carry you to Lucerne or Geneva. Our last day in Paris is spent in visiting the fair grounds and the mint. I visited the mint more for the benefit of my daughter than myself as I had gone through the United States mint in Philadelphia and saw the process of coining. To get here as in other places in Paris you have to obtain tickets from the prefect of police. Upon reaching the mint you present your tickets and are shown through the various departments. Needless to say much of the work done was very interesting. The whole staff at the time of our visit were engaged in the manufacture of medals, both gold and silver, for the army. About three hundred hands were employed. Having spent two weeks in France and most of that time in Paris I had opportunity to learn what the tipping business meant. In my next I will give my readers an account of this business.

### A Proper Treatment For Catarrh.

reaches every affected part. Such a remedy is Catarrhazone which is inhaled into all portions of the throat, lungs and nasal passages, where it kills the germs, and cures the disease. Catarrhazone is pleasant, safe, and absolutely sure to cure. It relieves the distressed feeling in the head, clears the throat and nostrils in one breath. Positive proof of cure is found in the words of Mr. Kirk, of Kingston Ont., who says: "I suffered for fifteen years from Catarrh of the nose and throat, used hundreds of remedies, consulted specialists, but was not permanently benefited. Having personally witnessed a cure of thirty years standing, effected by Catarrhazone, I bought an outfit and used it for a month. It cured me, and I am now no more liable to Catarrh than if I never had it." This is most convincing testimony from one of Kingston's best known and most highly respected business men. It proves beyond question that Catarrhazone absolutely cures Catarrh. It never fails; never harms; guaranteed to cure. Price \$1.00; small size 25 cents. Druggists or Polson & Co., Hartford, Conn., U. S.

### Value of a Musical Ear.

The late Sir Frederick Gore-Ouseley, professor of music at Oxford, was once going to call on a friend in London, and asked a fellow musician the number in which he lived in a certain street. "I don't know his number," answered the other, "but the note of his door-scraper is C-sharp." Sir Frederick went off, contentedly kicked the door-scraper all down the street until he came to the right one, when he rang the bell and went in. —Argonaut.

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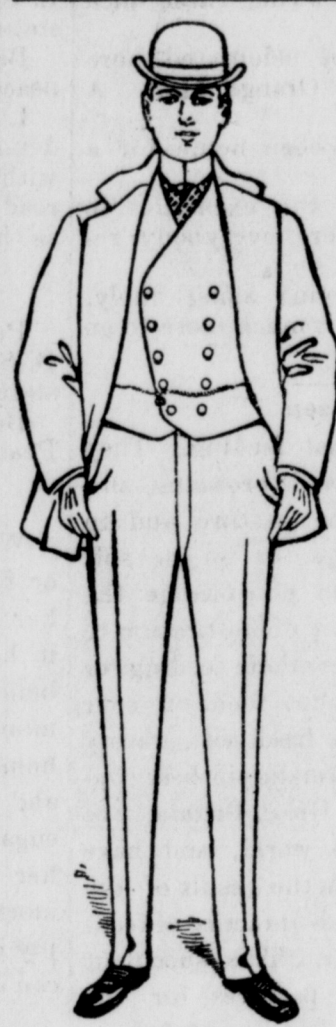
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O. A. HODGINS, Houlton, Maine.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Supplying Coal for the Dominion Buildings," will be received at this office until Saturday, June 22nd, 1901, inclusively, for the supply of Coal for the Public Buildings throughout the Dominion.

Combined specification and form of tender can be obtained on application at this office. Persons tendering are notified that tenders will not be considered unless made on the printed form supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten percent of the amount of the tender, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,  
JOS. R. ROY,  
Acting Secretary.

Department of Public Works,  
Ottawa, June 6th, 1901.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

### NOTICE OF SALE.

To R. Willoughby Richardson and Jane his wife, Aaron F. Campbell and Margaret his wife, and David D. Porter and Annis Porter his wife, all of the Village of Hartland, in the County of Carleton and Province of New Brunswick, Charles H. Clerke, of St. Stephen, in the County of Charlotte, and D. McLeod Vince, of the Town of Woodstock, in said Province of New Brunswick, and all others whom it may in any wise concern:

Notice is hereby given that by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the Nineteenth day of April in the year of Our Lord one thousand eight hundred and ninety-eight, recorded in Carleton County records in Book "Y" Number Three on pages 456, 457 and 458 and made between the said R. Willoughby Richardson and Jane Richardson his wife, Aaron F. Campbell and Margaret Campbell his wife, and David D. Porter and Annis Porter his wife of the one part, and me the undersigned of the other part; there will, for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof, be sold at Public Auction in front of the law office of Louis E. Young on Main street in the Town of Woodstock in the County of Carleton on THURSDAY the TWENTIETH day of JUNE next at eleven o'clock in the forenoon (local time) all the lands and premises in the said Indenture of Mortgage described as follows:—

"All that certain piece or parcel of land and premises situate and being in the Village of Hartland in the County of Carleton and Province of New Brunswick described as follows:—Commencing on east side of the Canadian Pacific Railway at a post on the south side of a street leading to John Bradley's, thence easterly along the south side of said street to a cedar post, thence southerly to land owned by George P. Grant and said railway, thence north along said railway to place of beginning, containing two acres more or less, being same land conveyed with other lands to Agnes E. J. Shaw by Allison B. Connell and wife by deed registered in Carleton County Registry of Deeds as number 32455 and by the said Agnes E. J. Shaw and husband deeded to R. Willoughby Richardson, Aaron F. Campbell and David D. Porter by deed dated the fourteenth day of April, A. D., 1898, excepting therefrom four building lots sold out of the above described lands and released from the operation of the said Indenture of Mortgage."

Together with all and singular the buildings and improvements thereon and the appurtenances thereunto belonging

Dated this eleventh day of May, A. D., 1901.

LOUIS E. YOUNG, THOMAS TODD,  
Solicitor for Mortgagee.

### Intercolonial Railway.

Serviceable Steel and Iron Rails.

Sealed tenders addressed to the undersigned, and marked on the outside "Tenders for Rails," will be received until MONDAY, JUNE 24th, 1901, from persons wishing to purchase the whole or any part of the following:

3,520 tons of used Steel Rails and fastenings. These rails weigh about fifty six pounds a yard, and can be seen along the Railway between Sydney and Point Tupper.

Also 700 tons of used Iron Rails and fastenings. These rails weigh about thirty eight pounds a yard, and can be seen along the Prince Edward Island Railway.

The steel rails will be delivered free of freight charges at any station of the Intercolonial Railway, and the iron rails will be delivered free of freight charges at any station of the Prince Edward Island Railway.

Payment must be made in cash on delivery. Tenders must state the price per gross ton, also the place and time that delivery will be taken.

The Department will not be bound to accept the highest or any tender.

Railway Office,  
Moncton, N. B., 10th June, 1901.

The undersigned has been appointed  
agent for the

CANADIAN RAILWAY  
ACCIDENT INS. CO.

OF OTTAWA.

Railway men should insure in this company in preference to any other.

Other persons are admitted on equal terms. All claims promptly paid. Our rates are low.

Every man should protect himself and family from want.

Our policies are the most liberal issued. A list of 3000 claims paid. Can be seen at my office. Sub-Agents wanted in every district.

E. M. BOYER, Agent.

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