

GAINED**9½ LBS.****BY USING MILBURN'S PILLS.**

VICTORIA, B.C., March 8, 1901.
The T. Milburn Co., Limited,
Toronto, Ont.

Dear Sirs,—Some time ago my daughter, aged 19 years, was troubled with bad headaches and loss of appetite. She was tired and listless most of the time, and was losing flesh. Her system got badly run down, so hearing your Heart and Nerve Pills highly spoken of I procured a box, and by the time she had used them she had gained 9½ lbs. in weight and is now in perfect health.

Yours truly,
Mrs. P. H. CURTIS.

**BRISTOL
WOODWORKING
FACTORY,**

Having Repaired and Replaced Machinery, is ready to do First-Class Work at lowest possible prices.

—MANUFACTURERS OF—
**DOORS SASH MOULDINGS
HOUSE FINISH SHEATHING ETC.,
STAIR WORK.**

Prices to suit the times.

Estimates given. Orders promptly executed.
Write or call.

**JOHN J. HAYWARD,
BRISTOL, N. B.**

**Prescriptions
Carefully
Compounded
—FROM—
PURE DRUGS**

**CHAS. McKEEN,
DRUGGIST,**

Main Street, - - Woodstock.

It is a strong Statement

but a straight fact, when we say that the greatest help to the live grocer and general storekeeper in Canada is

"The Canadian Grocer."

You cannot read it without getting some valuable information. Spend a cent for a post card and send for a sample copy and be convinced.

**the MacLean Pub. Co., Limited
TORONTO. MONTREAL.**

Canadian Pacific Railway

In effect June 10th 1901.

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

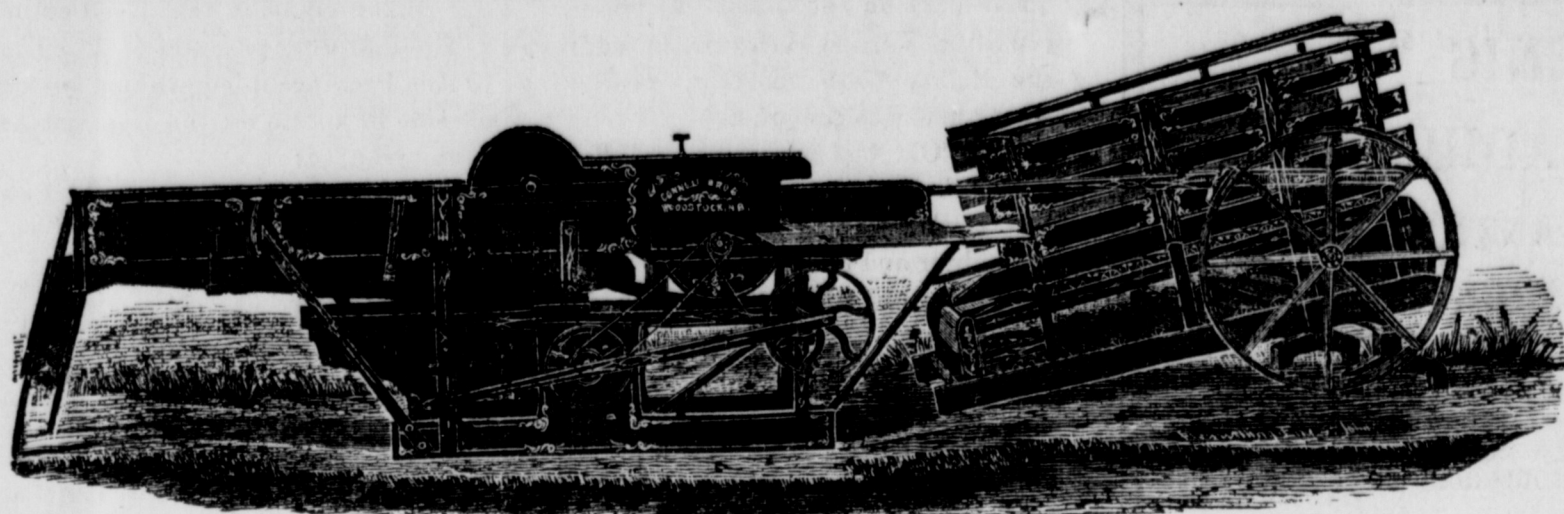
6.00 A MIXED—Week days—for McAdam Jct. to St. Stephen, St. Andrew, Fredericton, Saint John, Bangor, Portland and Boston.
7.05 A MIXED—Week days—for Arrostook M. Junction, Presque Isle, etc.
11.28 A EXPRESS—Week days—for Presque M. Isle, Edmundston, and all points North.
3.05 P MIXED—Week days—for Bath and M. intermediate points.
3.40 P MIXED—Week days—for Fredericton, M. ton, etc., via Gibson Branch.
4.40 P EXPRESS—Week days—for Saint M. Stephen, (Saint Andrews, after July 1st); Fredericton, St. John, Vancorbora, Quebec (via Megantic), Sherbrooke, Montreal, and all points West, Northwest, 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 Junction and Houlton.
ARRIVALS.
10.00 A. M.—MIXED—Week days, from McAdam Junction.
11.28 A. M.—EXPRESS—Week days, from Saint John, St. Stephen, St. Andrews, Boston, Montreal, etc.
12.20 P. M.—MIXED—Week days, from Fredericton, 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.
5.30 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. 21.

In my last letter I had reached Liverpool. This city claims to be one of the most cosmopolitan cities of the world. It is certainly the greatest seaport in the United Kingdom. The noble river Mersey with its miles of magnificent docks on both Cheshire and Lancashire shores, the piles of warehouses for the storage of merchandise, the railway and canal facilities for transit, attract to Liverpool a very varied commerce and the representatives of numerous nationalities engaged in mercantile and shipping transactions. A visit to the great landing stages, a walk along the line of docks, or an inspection of the exchange or the news room, or the cotton, corn and stock exchanges will illustrate in a striking way the great interest concentrated in the city and seaport, the diversity and extent of its commercial enterprises and the mixture of nationalities engaged therein. The streets of Liverpool particularly those near to the exchange and in the neighborhood of the docks present at times very remarkable characteristics. At certain periods of the year there are to be seen hundreds of emigrants who make a brief stay in Liverpool before embarking for distant lands. It was my good fortune to witness the sight of nearly four thousand embarking on four steamers. I sat upon the upper deck of the steamer Parisian where I could see all that was going on and such a sight will not soon be forgotten. Thousands of emigrants of different nationalities with their families and luggage hurrying on board, all who were able carrying something in their hands, the draymen hurrying along shouting to others to get out of the way with loads piled as high as a small house, men and women hurrying to and fro looking after their luggage. In some cases children were strapped to their mothers backs and her with both hands full making her way to the vessel. Many were saying good-bye to those left behind, others gave vent to their feelings in tears and when the vessel cast off from the wharf there was heard many piteous sobs. The nearest steamer to the one we were on board was the Dominion, belonging to the Dominion line, running from Liverpool to Montreal. I saw nearly one hundred Canadian soldiers get on board this steamer for Montreal. The steamers having taken on their cargo, and the emigrants all on board, after a rigid examination by a board of doctors, next comes the first and second class passengers. The first class were mostly tourist, many of them three and four months from home, some of them had ransacked nearly every part of Europe as the tags on their baggage showed. All seemed pleased to return home. Fourteen miles up the river Mersey the Manchester canal enters the Mersey. This canal is considered one of the greatest engineering feats of the day. It is 36 miles long and has an average depth of 32 feet. The largest vessels can pass one another in it. Birkenhead, opposite Liverpool, is a large town and has a population of 120,000. Trains go through the subway under the Mersey across to Birkenhead. It has also a fleet of steam ferry boats. The docks at Birkenhead are extensive and are used by the ocean steamers. The Messrs. Laird have large ship yards here. The confederate cruiser the Alabama was built here. The horses in Liverpool as in London are of a high order and are kept in fine condition. Four tons to a load are put upon them and this is an average load. One sees here where the deals from America are stored, and acres of ground are covered with deal. We regret that our stay in Liverpool was short. We take a cab and drive through some of the streets and the slums to see how the poor live. In all our journey we had not met anything to equal this. The streets about two blocks away from the wharfs were a dingy appearance, covered with coal dust. Most of the women and children were dirty faces and hands, the children in many instances with barely enough clothing to hide their nakedness. At that hour of the day, 7 p. m., they seemed as if they were all out of doors. Judging from the appearance of their homes the saloons must get the largest part of the men's earnings. As we rode along we threw pennies to the boys who cut up all manner of tricks turning hand springs and stopping to catch the pennies as they fell on the sidewalk. The city has a complete network of railways and every facility for handling the extensive merchandise carried to and from the city. Liverpool boasts of many public buildings. It is the birth place of Mr. Gladstone. The time having come that we should leave Liverpool, we make our way to the office of the Allen Line Steam Ship Company and having purchased return tickets we get the necessary papers and soon find ourselves on board the S. S. Parisian bound for Montreal. Our luggage stored in our state rooms we are at liberty to take our last view of Liverpool from the deck of the steamer and it is certainly a magnificent sight to witness the coming in and the departure of the Great Ocean liners. When all is in readiness the steamer is taken in charge by a tug and towed out toward the mouth of the Mersey River and we are soon steaming along the Irish channel towards Moville, homeward bound. Night having set in we retire to our rooms to awake in the morning to find the steamer at Moville waiting for the tender to bring the passengers on



Tornado Threshers

With Level Tread Double Geared Horse Powers, and also with Direct Geared Horse Powers fitted with Speed Regulator. Our Powers are all fitted out with Roller Bearings and run very Easy. Speed Regulator is something new and is a very important feature. Our TORNADO THRESHER will THRESH FASTER, CLEAN BETTER, and is the Most Durable and Convenient Thresher made, separating the grain from the straw, and not wasting any grain in the straw. In this latter feature it STANDS ALONE.

Write us or call at our works and examine into the merits of our machine before placing your order elsewhere.

CONNELL BROS. Limited, WOODSTOCK, N. B.

board from Londonderry. Here we have a fine view from the steamer. With the aid of our glasses we can see the green fields, and upon the hill sides grain may be seen cut and stood up. Soon the tender is seen coming down the Lough Foyle, and the passengers and mails are transferred on board the ocean liner and soon we are steaming away at sea, no more stops to be made until we reach Rimouski to take on the pilot for Montreal. Our first day's sailing from Moville was fine. The sea was smooth and we had our chairs brought on deck and prepared to enjoy the voyage. The steamer made a fine run, the log showing 330 miles. The sun set clear and cold. I noticed the old tars scanning the horizon and not long after I heard a ship's officer giving orders to clew up the rigging and make everything fast. Some time before morning we ran into a gale, not like a gentle wind blowing through the trees that croons you to sleep as the sweet lullabys of the mother to the babe, but something you would not want to see very often. The seas ran mountains high and broke over the vessel, flooding the decks and carrying everything before it. The gale continued to increase until the waves broke clear over the bridge of the vessel with a report like a distant cannon.

Loss of Flesh.

If you find yourself failing below normal weight there is danger. The use of fish oils can temporarily add fat, but will never build up healthy tissues. Dr. Chase's Nerve Food acts through the blood and nervous system and carries new life and energy to every nook and corner of the body. It regulates the various organs of the body, makes the appetite good, adds healthy flesh, and replaces the tissues wasted by disease. Naturally and gradually this food cure restores color to the cheeks, increases the weight of the body and thoroughly overcomes disease.

The Answer of the World.

The late Fr. Pettit was one of the best-known priests in the Milwaukee diocese. It may well be said that he was a fine representative of the pioneer priest.

On one occasion he was preaching in St. Raphael's Church, Madison, of which he was pastor. It was a fine summer day and the windows were open. In an adjoining vacant lot a number of boys were playing a game of baseball.

Fr. Pettit's sermon was on heaven and the means of reaching there. He had just come to the end of a passage. "How, then, shall we reach heaven?" he asked, and paused in a solemn manner. Just then came floating through the church window in a high-keyed voice: "Slide like the devil, slide!" It was one of the boy baseball players coaching a base-runner. [Milwaukee Sentinel.]

ONE TEASPOONFUL of Pain-Killer in hot water sweetened will cure almost any case of flatulency and indigestion. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c and 50c.

Ill-Flavored Eggs.

The food taken by the hen is turned into eggs very quickly. Great care should be given to what they have to eat and drink. Water from the hog or cow-pen will flavor the eggs from hens that drink it. Musty grain or carrion will have the same effect, as the eggs are made from what the hens eat and drink; the quality of the same governs the flavor of the eggs. Hens that are kept in yards or pens and fed on the best kind of food lay eggs that have the finest flavor. [Country Gentleman.]

Full Data for Calculation.

Being asked his age, a colored citizen in a village near Atlanta replied: "Well, suh, I some older dan dat pine-tree yander; li'l bit younger dan dat live oak by de gate; en not quite so ol' ez de house whar I livin' at. I ain't much on figgers mysef, but you kin count up en see!"—The Argonaut.

His Condition.—Willie Littleboy—"Papa, what is a czar?" Papa—"A czar, my son, is a Russian potentate almost entirely surrounded by assassins."—[Puck.]

The Athletic Period.—"Young man," exclaimed her father, with emotion, "do you think you can keep her in golf-balls at the rate she has been accustomed to losing them?"—[Puck.]

The Reason.—Mr. Frontpew—"I am glad you belong to our church choir, my dear; it is such an orderly organization; I never see you whispering to one another during services." Mrs. Frontpew—"No, none of us are on speaking terms."—[Ohio State Journal.]

GIVING THANKS.

"For all that God in mercy sends;
For health and parents, home and friends;
For comfort in the time of need
For every kindly word and deed.
For happy thoughts and holy talk,
For guidance in our daily walk—
For everything give thanks!"

"For the sweet sleep which comes with night,
For the returning morning's light,
For the bright sun that shines on high,
For the stars glittering in the sky;
For these and everything we see,
O, Lord, our hearts we lift to thee—
For everything give thanks!"

"Alas!" cried a diamond to the wheel upon which it was being cut, "here I have been tortured for the last three days. What a misfortune it was that I ever came your way!"

"Say not so," replied the wheel in encouraging tones, "The last stone that came to me was so rough and dull that you could scarce tell it was a diamond, but when I had done with it, it was placed in a king's crown."

"A king's crown?" exclaimed the astonished stone, "and do you think that I shall ever adorn the brow of a king?"

"It is quite possible; but if not allowed to enjoy so great an honor, you may find some other exalted and brilliant position; but you will never see the glories of a royal house unless I do my utmost for you."

"Then grind away," said the gem, as it nerved itself to endure the trial. "I'll stand it if it means an increase of beauty and promotion."—Anon.

Located.—Stranger—"Didn't I understand you to say you'd just come from the Buffalo Exhibition? How did you like it?" Chance Acquaintance—"Pooh! It's a poor little paltry two-penny-half-penny affair. Don't begin to compare with—" Stranger—"Indeed! By the way, how are things in Chicago?" [Puck.]

**CHARLES APPLEBY, M. A., LL. B.
BARRISTER AND NOTARY,
QUEEN STREET, - WOODSTOCK, N. B.**

Notice of Sale.

To R. Willoughby Richardson of Hartland in the County of Carleton and Province of New Brunswick, Merchant, and Jane May Richardson his wife, and all others whom it may in any wise concern:

Notice is hereby given that under and by virtue of a power of sale contained in a certain Indenture of mortgage bearing date the twenty-fourth day of July in the year of our Lord one thousand eight hundred and ninety-six made between the said R. Willoughby Richardson of Hartland in the County of Carleton, then Manufacturer, and Jane May his wife of the one part; and the undersigned Harriet S. Shea of the City of Boston in the State of Massachusetts wife of G. Elihu Shea of the other part, and registered in the Carleton County Records of Deeds and Wills in Book V. Number 3, on pages 764, 765 and 766. 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 twenty-second day of August next, at eleven of the clock in the forenoon, all the lands and premises mentioned in the said Indenture of Mortgage described as follows:—All that certain piece or parcel of land situate in the Parish of Brighton in the County of Carleton aforesaid, described as follows: Commencing on the west side of lands of the Canadian Pacific Railway Company, at the corner of the Bradley gate; thence running west along the Bradley road to a cedar post seventy feet (70 ft.) thence north to lands owned by Henry Foster; thence east fifty feet (50 ft.) to the Canadian Pacific Railway Company's lands; thence south to the place of beginning, containing one-sixth of an acre more or less, and being same land mentioned and described in a deed from Jessie D. Shaw and wife to the R. W. Richardson and W. D. Keith, and recorded in Carleton County Records in Book U. No. three, the 11th day of May, A. D. 1895. Together with all and singular the buildings and improvements thereon, and all the appurtenances thereto belonging.

Dated this tenth day of July, A. D. 1901.
HARRIET S. SHEA,
LOUIS E. YOUNG, Mortgagee,
Solicitor for Mortgagee.

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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The Business
W. J. OSBORNE
PRINCIPAL.
COLLEGE.**

and SHORTHAND INSTITUTE.

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W. J. OSBORNE, Principal.
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**CANADIAN
PACIFIC Ry.**

ONLY ONE NIGHT

on the road to

PAN AMERICAN EXPOSITION,

BUFFALO, N. Y.

\$22.50 ROUND TRIP.

Tickets on sale July and August good for return fifteen days from date of issue and good to stop over at Montreal and West thereof.

All agents issue via St. John and Canadian Pacific Shore Line.

Tickets good via Niagara Falls and good to stop over at that point. For tourist tickets good to stopover anywhere and to return until November 1st; also for rates going one way and returning another, and information in reference to train service, hotels, etc., write to
A. J. HEATH, D. P. A., C. P. R.

New Route to Quebec via Megantic.

Leave St. John 5.15 p. m. daily except Sunday. Arrive Quebec 9.00 a. m. " " Monday
Through Sleeper and Coach.

Low Rate Second Class Excursions

TO CANADIAN NORTHWEST,

JULY 16th and 22nd, 1901.

From St. John, N. B. Write for particulars to
A. J. HEATH,
D. P. A., C. P. R.,
St. John, N. B.
Or to C. D. JORDAN, Agent, Woodstock.

SEMPLE'S - CASH - STORE.

You can get all kinds of

**Tinware and Graniteware,
Shelf Hardware, Scythes,
Snaths, Rakes, Forks,
Scythe Stones, Paris Green.**

You can get your

Bicycle Repaired.

Repairs of all kinds in the Tinware Line.

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EAST FLORENCEVILLE.

Butter Paper, printed and unprinted, in one and two pound wrappers, or large sheets for lining tubs, at this office.