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Will build up the System and give you renewed health strength and vigor.

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GAS ADMINISTERED. PAINLESS DENTISTRY A SPECIALTY. OFFICE-OVER MACKENZIE'S MEDICAL HALL

CHATHAM, N. B.

MISS E. F. LYON ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST. ORGANIST S. MARY'S CHURCH, CHATHAM, N.B Concert Pianiste and teacher of Piano. Organ, Theory &c.

CLASSES IN THE ABOVE SUBJECTS TO BE FORMED AT ONCE FOR THE FALL TERM. Studio: S. Mary's S. S. Room.

Applications for terms, etc., to be made at S. Paul's Rectory, The "ADVANCE" office and the "Commercial" office.

The expedition which the Canadian government for the line between Quebec Government has litted out for the northern waters to assert our rights in Hudson's

on the subject with Sir Sandford within a Bay and the islands further north has set week and he had assured him that it wa out. The voyage will extend away up into impossible to obtain a line suitable for grain the polar regions north of Baffin Land, to carrying over the route where the Ministe what is known as Lancaster Island, and of Finance said it was to be built. Si it is not expected that the craft will get Sandford said that the line through New back to civilization in less than two years' Brunswick would shorten the distance time. With good luck she may be back a perhaps 70 miles, or less, as against the year from November, but that is the best Intercolonial, but the gradients and curves would offset the shortening. It would b time she can make. The steamer is of far better to continue the traffic over the 450 tons, and considered the best sealer I. C. R., than to attempt to build this ne sailing from Newfoundland. She is built road over the height of land. If anothe of ironwood with sides over two feet in line was wanted that from Edmundston t thickness, and beams from side to sid Fredericton should be utilised and thence almost as stour, to prevent her bein east and south, which would give a shorte crushed to pieces in the ice. She carrie route than the government proposes to build

one thousand tons of coal and food enough for two years and a quarter.

The Transcontinental Railway. MR. CHARLTON.

Mr. John Charlton followed Mr. Blain in the Grand Trunk Pacific debate. H said the whole project had been thrashed out within the ranks of the Liberal party,

and Mr. Blair had presented no point that had not been considered and all arguments and conditions had been fully weighed by the government before making the contract. He said Mr. Blair had, at Vancouver, favored the construction of additional transcontinental roads and the question of another transcontinental line

was foreshadowed in the speech from th throne Mr. Blair: Yes, we got six hundred

miles of it authorised this session. That

Charlton's as well as others criticizing Mr. Fleming's report of 1864 was quoted by the Blair

Mr. Emmerson-I say that I did not do and Moncton. He (Mr. Barker) had talked

> Dr. Sproule-I accept the statement, but saw enough last night and to-day astify the same conclusion in the adverse riticism he has indulged in against the man o whom above all others he is indebt ed for nis position in public life to-day.

Mr. Emmerson - The indebtedness is nutual

Dr. Sproule urged that the new transcontinental line is not needed for western traffic. It would increase the public debt to \$400,000,000. Nobody wanted it but the crowd of grafters who promoted the scheme to exploit Canada for the benefit of their own pockets. Even if the road did pay, it would draw trade away from Ontario and ruin that province. Why build new railways when we have

what we need already in existence ? MR OLIVER. Mr. Barker said no matter what assur of Alberta made a speech, which ances might be given, the Grand Trunk model in its way. He believes, as Pacific would practically route all its grain ADVANCE and a decided majority of the traffic via Portland. It would be uubusipeople of the Maritime Provinces, at least, nesslike for them to do otherwise.

tion of the I. C. R. and owned and managed It is true, said Mr. Barker, that one by the government, but he wants a new company may build a road to compete with rival. But who ever heard of a company building another line to compete with its

western country instead of recognising own? Yet that is the proposition in this the necessity for fuller This Moncton-Quebec section was equipment of never mooted as a serious proposition till the the existing lines. He said : 'I believe howl arose unexpectedly in the Railway that Canada's further national development and welfare demands a second Committee. Mr. Blair, the only man in the cabinet who knew anything about railway transcontinental railway. I believe that matters, was put aside that the Premier government ownership of such a railway might pit himself against the williest and would be in the best interests of the country and most expert railway man in Canada, and the people, both present and future. and, remarked Mr. Barker, we have the But it has been shown that only one mem-

outcome in this contract. No wonder Mr. Blair withdrew from the cabinet. It was

ed a little westerly, with most vivid them like hay and, to others, like large

lightning, crashing thunder and a descent things. These were, no doubt, tree tops of hailstones, none of which were small, as well as hay, parts of fences and build averaging fully an inch in diameter and ings, etc. At times the point would seem n some cases measuring two and a half to telescope upwards into the thicker inches in leng h by one and three quarters | part of the cloud only to again and again n width and thickness. extend itself down to the ground and take GENERAL DESTRUCTION OF GLASS, GRAIN up more debris. As the cloud was form-

AND SHRUBBERY. ing it passed along in a westerly direction The track of this part of the tornado from over lower Bartibog, up over Nelson

vas not more than three miles wide. It when it took the real cyclone form and left behind it greatly damaged gardens turned south, then eastwardly, beginning and grain crops and broken windows in its greatest destructive work soon after nearly every building it passed over. An leaving the south bank of the Miramichi

idea of the destruction of glass may be passing, over part of Douglasfield, thence had from the fact that over 60 panes were eastwardly and again more southerly. broken in the Hotel Dieu building, more IT BEGINS ITS DESTRUCTIVE WORK. than fifty in the Pro-Cathedral building, The greatest wrecking done by it fifty in the Bowser House, forty in the

ADVANCE office, thirty in the Riverview Jeremiah McDonald, near the end of the Hotel and similar numbers in the Albert Harper road. Mr. McDonald was finish-House, Mrs. Alex. Brown's, ald. Hocken's ing his new two-storey house. The family and other residences. Lt. Governor were living in the kitchen ell, while the Slowball's conservatory was a mass of work on the main house was being com perforations, the broken glass being up in pleted. Mr. McDonald was at this and the hundreds, while his beautiful grounds

with their floral ornamentation and exotic who was shingling the roof. In the house shrubbery suffered somewhat. Other were Mrs. McDonald and eight children. road built, at any sacrifice and exaggerates ornamental grounds in town and country. The building was thrust off its foundation nearly twenty feet, the ell and main house THE EXHIBITION BUILDING DEMOLISHED.

Douglasfield was at the farm of Mr

The new exhibition building in course canted over that it had to be propped up of erection in Chatham by contractor to prevent it falling on its side. Fortun Donald of Moncton for the Miramichi ately all in the house escaped injury Agricultural Exhibition Association, excepting Mrs. McDonald, who was struck which was 80x175 feet and had a semi- by a brick from the falling chimney, but cylindrical roof supported on arches not seriously injured. Both chimneys of sprung from the sills on each side had the house came down and much of the been partly boarded in and was being household effects were destroyed.

ber of the cabinet supported government shingled by a crew of men. Some of A tree of large dimensions-brought

Betwe		ton, Chatham eville.	and	Connecting with I. C.
				GOING NORTH.
FOR CHATHAM (read down)		FOR FREDERICTON (read up)		MARITIME EXPRESS, DAY EXPRESS
Freight	Express	Express	Freight	Nelson 11.30 p. m 12.55 p.m. 11.50 " 1.55 "
6 40 a m		lericton, 1 15	4 40 4 35 ) lv	Ar. Chatham Junc., 12.10 a m 1.35 " Lv. " 12.30 ,, 2.15 "
6 50 7 20		Gibson 1 12 ysville, 1 00	4 33 j ar	Ar. Chatham, 12.50 2.35 4 Ar. Chatham, 1.10 4 2.55 4
8 30		s Creek, 11 45 p m	4 15 2 15	1.10 2.55
10 05 ar }	6 50 Boies	stown, $\begin{cases} 10 & 43 \ iv \\ 10 & 40 \ ar \end{cases}$	12 45 pm	GOING SOUTH.
11 40 a m	7 40 ar Doa	ktown, 9 45	11 40 ) IV 11 20 f ar	MARITIME EXPRESS. DAY EXPRESS
1 20		ckville, 8 35	10 00	Chatham, 6 30 a. m. 10.15 a. n.
2 30	9.55 ar) (hath	am Jet $\begin{cases} 7 35 \text{ lv} \\ 7 20 \text{ ar} \end{cases}$	8 20	Nelson 6.50 " 10.35 "
			7 30	Ar. Chatham Junction, 7.10 " 10.55 "
and the second se		elson 7 00	7 10	1.40 . 11.50 .
		atham 6 40 gieville 6 20 a m	6 50 6 25 a m	1. O' 12.10 p, m,

The above Table is made up on Atlantic standard time,

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations-- Derby Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

ALEX. GIBSON, Gen'l Manager

-2 rooms, with the door leading from one of them to the kitchen-were exposed to Take Laxative Bromo Quinine Tablets. All view from the road, with the organ and some other furnishings just as they were before the blast came, but surrounded with box.\_\_25c.

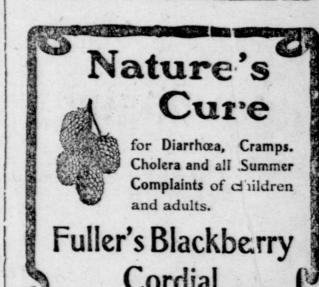
THOS. HOBEN, SUDI.

was being assisted by Mr. Robert Baldwin, debris from others parts of the wrecked structure. The joist of the upper floor, with some boards resting upon them, remained. What was left of the house had been moved bodily about three feet southward from its torn asunder, the ell much twisted and so foundations.

The porch of the house, which was large and had contained milking utensils, etc. had not been found up to Monday afternoon, and so completely was everything movable that became exposed to the blast carried off that not a vessel suitable for the purpose was left for use in milking the cows on Saturday night or Sunday morning.

The shed, which was 28x16 ft., was lifted Cordial from the ground, with exception of one these, taking warning, left the roof, but from no one knows where-was lodged in corner-post, and went upwards and easter-John Johnson and William Lacey were | the middle of James Brehaut's field. ly through the air with the roof of the For over 25 years the stand-Trees between the Wilson farms were ard remedy for Hot Weather house. taking this precaution. As Lacey was on | broken down, cut off and carried away, or Ailments. A buggy was lifted from the ground and uprooted. its remains were found where the woods 25 cents at all Druggists. The Douglasfield road was much littered had been, a quarter of a mile from the THE BAIRD CO., Limited. Propriet ors, up with trees of all s zes, some of them house. Its wheels were broken, the tires off WOODSTOCK, N.B. WOODSTOCK, N.B. and the outfit practically beyond repair. fifteen inches, or more, in diameter. The A cart box, which was beside the shed biggest trees seemed to have been clipp d rib broken and cuts over the left eye, on off at various distances from the ground accompanied the latter at the start, but was M.S.N.CO. found about 300 yards beyond where the and their upper parts carried off through buggy lay. A wood-cutter was blown a distance of 75 UPPER NAPAN-MR. STEPHEN BLAKELEY'S feet into a field of oats. CHEAP DWELLING AND OUTBUILDINGS DEMOL-A truck-wagon frame took wings from the ISHED-HIS HOME DESOLATED. farm yard and was found a half mile away **Excursion Rates** The destructive effect of the elements of in splinters. The wheels which were under the property of Mr. Stephen Blakely it at the start caught in a gate post and Upper Napan can hardly be realised by any TO THE SEASHCRE remained behind. description that may be given of it. Passing The roof was carried away off the horsefrom Chatham over the Upper Napan --ON--stable, but the two horses which were in the Bridge and the old stone building known as STR. 'ALEXANDRA' latter were not hurt. the Hannah house, one speculated mentally Hay in considerable quantity was carried COMMENCING as to whether the cyclone would have off, but a part of two stacks remained.

To Cure a Cold in One Day. druggists refund the money if it fails to cure. E. W. Grove's signature is on each



# do, that the new road should be a continua-

the demaud for a new railway through our suffered similarly.

Bank of Montreal.

#### ESTABLISHED 1817.

Capital (all paid up) \$12,000,000 Reserved Fund 8,000,000 (TWENTY MILLION DOLLARS!)

#### IN THE SA BANK DEPARTMENT VINCS

## of this Branch, interest is allowed AT CURRENT RATES

on sums of \$4.00 and upwards and paid or him. compounded twice a year, on 30th of June and 31st December. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer

### COLLECTIONS

made at all points in Canada and the United States at most favorable rates.

#### SPECIAL NOTICE

The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, NOON, commencing on October 4th next. Until futher notice, for convenience of customers, this Bank will be open for busi-3 p. m.

> R. B. CROMBIE. Manager Chatham Branch.



PRESSURE SMOKELESS cart-ridge. This size uses a 165-grain builet and has a velocity of over 2,000 feet per second, making it the most powerful cartridge made for an American arm, with the ex-ception of the .30-40 U.S. Army. It is sufficiently deadly for any garse known in North America. Another meat advantage is that Another great advantage is that the barrel's are bored and sifled (but not chambered) exactly the same as the regular .32-40 Marlin, one turn in 16 inches. This makes the use of black powder and lead bullets as satisfactory and convenient as in a regular black powder sille. This size is the first high-pres-sure arm developed in this country for a callber larger than .30, and the first to use a slow enough edv the same as the first to use a slow enough twist to give best results with black pewder ammunition. Prices same as. 30-30 MARLIN. 120 same cat line of disc shot

is the thing that was in my mind. Mr. Charlton argued that sufficient was known of the route to justify its being

undertaken. It is a necessity, He combatted the idea that several railway companies could not run their trains over the proposed line, and cited the C. P. R. train running from St. John to Halifax over the I. C. R. He supposed Mr. Blair would have been better pleased if the making of the contract had been left to Canada would be born again. It would be

MR. MONK. Mr. Monk followed Mr. Charlton. H

argued that parliament had no informa tion before it to enable it to pronounce upon such a scheme. There was no

survey and no location of the line pro posed. As a colonization line the proposed

railway running two hundred miles north of Montreal and eighty miles north o settled country would probably be failure. There was a district north o Montreal capable of settling two million people, where settlement was easiest and business from 9.30 a. m. on Saturdays. most needed, but the proposed Grand Other days as usual from 10 a. m. until Trunk Pacific would do nothing to assist in this needed settlement. He estimated

that it would cost five millions dollars to purchase the Quebec bridge from the political friends of the government, who part of Canada before the eyes of the world are the real promoters of the northern section of the line; he condemned the Quebec to Moncton section as a costly and useless paralleling of the Intercolonial: and he also advocated extending the Intercolonial to Georgian Bay and improving the ports and water transport facilities.

hostility to that honorable gentleman. It made a speech which was much applauded was an old saying that nothing but good by the government side of the house. should be said of the dead, so when a Liberal He combatted Mr. Monk's intimation left his party he was sainted and canonized that part of the new railway's route would by his political opponents. Mr. Blair's chief be sub-arctic and Mr. Blair's that its route opposition to this scheme was that it would through New Brunswick would be difficult ruin the Intercolonial. Against this view to build, hard to operate by reason of its Mr. Emmerson quoted the resolution of the curves and grades, or that it would pirallel Conservative City Council of Moncton in the Intercolonial. Even if it did why favor of the new project. Because two lines ran from one point in the country to another should the government road be exempt it was folly to say that they must necessarfrom competition any more than a privateily parallel one another. If that principle ly owned line? Nobody objected when held goed there would be no competing line the C. P. R. line to St. John was aided. in the country. yet it paralleled the I. C. R. in the same

> ran closer to one another than this would be to the Intercolonial. Mr. Bair's speech had been an appeal to the local prejudice of

wild, reckless undertaking that would never pay its expenses.

HON. MR. EMMERSON. The Hop. H. R. Emmerson said he wishe to address himself to this question from national point of view. He said the centra part of New Brunswick was a territory rich in forest and mineral wealth. It would be crime not to go on with this railway during this wave of prosperity. With the adven of this railway it might almost be said

the greatest boon for immigration Canada had ever known. It would turn the fort

thousand Grand Trunk shareholders into immigration agents fo Britain Canada.

case.

Mr. Emmerson further argued the advantages that the new line through New Brunswick would confer on this province. It would serve to colonize the district with farmers and to develop the forest wealth of

the interior. Au address of Mr. Faucher de St. Maurice, a leading Conservative, before portation to twelve hundred miles of grainthe Quebec Legislature, showed what wealth growing country in the west as compared there was in the interior of Bellechase and with four hundred miles of such country deother counties along the southern shore o the St. Lawrence. The whole line would increase the value of our great unsettled domain, and it was petty politics on the for the supply of fuel to the prairies: part of the Conservative party to oppose this because it does this without land grant, tax truly national scheme and hold up a large

Conservatives had forgotten all their old

as a region like the barren Tartar steppes. Mr. Blair was a man who had wielded large influence in his own province. No doubt his criticism of this measure would carry influence, still its weight would bear examination. It had stirred the Opposition up to a glow of enthusiaam and admiration.

## HON. MR. FIELDING

Many lines had been chartered which sense the proposed G. T. P. will. C. P. R. agreed, in connection with that "short line" to build from Harvey to

wnership throughout, and, as the feeling in parliament in its favor is confined to a few members on the Liberal side, to wait until amongst those who were a lit le late in belief in government ownership has grown

secures effective, satisfactory and business-

like operation, ensures fulfilment of all

engagements, provides business from the

start and secures the government from the

payment on its guarantee; because by that

co-operation all the principal points in

eastern Canada are put in direct connection

with the west without extra cost; because it

transfers the through traffic interests of the

Grand Trunk from the Western States

the financial responsibility assumed.

+-----

sufficiently to ensure the building of a transthe ladder the whole structure went down continental railway as a government work with a crash, the ladder breaking and would mean leaving the western country too precipitating him to the ground with the long without a competing outlet either east or west. If we cannot get what we want the next best thing is to get what we can on the best terms we can. That being the case I support the present arrangement because

debris, Johnson being also carried down. Lacey had his left shoulder dislocated, a the right arm and left hip. Johnson sustained concussion of the brain and was the air t doubles the industrial and productive

unconscious until Sunday night, when he area of Canada; because it doubles the opportunity for every man in Canada; because it | showed signs of improvement, but still lav in a dazed condition. He was imoffers the shortest and best all-Canadian route from tidewater to tidewater, summer proving yesterday; a workman named and winter; because it is the only all-Hubert Therriault received slight injuries to the right arm and elbow, being struck

British railway across the continent under one management; because it is so by a piece of the flying lumber when on situated as to be the 'most secure from the south side of the building. Lacey and foreign invasion, giving depth and therefore Therriault were taken to the Hotel Dieu strength to our country to the advantage of Hospital where they were attended by both Canada and the empire; because it Dr. McDonald, as was Johnson also, who gives development and competition in transwas conveyed to his home.

A lad named Bell, of Napan, who was the Hannah house, a spruce tree lay pron working about the grounds with a horse and cart, had driven into the building for veloped by the Canadian Pacific Railway; shelter. He had hardly got into a position because it develops vast coal fields on the near the main entrance when the whole Saskatchewan, Athabasca and Peace rivers structure came down, one of the big arches falling on the cart smashing its forward exemption or provincial or local aid of any part and causing the hames to break from kind: because it induces the investment of a the horse's collar. A piece of timber hundred million dollars of British capital in falling towards and under the arch partly Canada and correspondingly interests the supported it, and both boy and horse business public in Canada's welfare; because escaped unhurt. cooperation with the Grand Trunk Company

MARITIME PULP MILL ROOF. A portion of the roof of the paper room -the east side-was blown off.

RUDDOCK'S FOUNDRY. A part of the roof of the Ruddocl Foundry moulding shop was blown off OTHER CASUALTIES.

Amongst the troubles in the harbor was the dragging of her anchors by the Italian

steamer Angelo Padre, which lay in the Western Canada: because it provides against stream. She collided with the steamer over-capitalization for effective government control of rates and secures running rights | Crown of Navarre, which was receiving her cargo at the Suowball mill wharf. to other roads throughout its whole length; because an Atlantic outlet for the Canadian breaking a part of her promenade deck Northern and extension of the intercolonial rail and some of the deck planks. The to the wheat fields is provided for without a Angelo Padre passed on and was checked cent of additional cost, and also because it at the Richards mill wharf adjoining that gives maximum public control for a miniof the Snowball Company. mum public outlay and absolute security for

The Dominion Pulp Company's boom parted and from 1500 to 2000 logs went adrift to the lower Chatham side of the

materially affected the old mansion had It is remarkable that amid all the destrucbeen in its path. A short half mile beyond tion and wrecking which the cyclone

wrought on the Blakely house and across the highway and, a few yards further rounding buildings, every one of the seven on, evidence appeared on the right and left persons who were in the former escaped that a mighty whirlwind had swept by practically unhurt-only one receiving a Trees, big and small, lay prope; parts of blow in the forehead from some flying article. tree-trunks stood like high-cut stumps, but or matter. Those in the house were Mr. their upper portions had been carried away Stephen Blakely and his wife, Al. Blakely, on the wings of the storm; uprooted conifers Mrs. Samuel Blakely and her sister, -Miss lay prone, while the graceful white birches Janet Whelan-and John and Timothy and other deciduous saplings bent over or lay lodged where they had been levelled by the blast and bereft of the power to resume their former upright position. Al trees a foot or more in diameter were utterly destroyed-not one was left in sight. In the midst of the desolation was the

farm of Mr. Blakely. It was worked principally as a milk farm. There was on it. or Saturday forenoon, a dwelling, barn, shed and other outbuildings, a buggy, farm wagon, cart, wood cutter, milking utensils, etc. In the house were the usual furniture, a cabinet organ, etc; in the evening, little o nothing of value was left.

A faint idea of the cyclone's force may be had from the fact that the roof of the house was blown off bodily and parts of it carried as far as the Conroy farm, on the Richibucto Road, a distance variously estimated at from two and a half to three miles through the woods

The house stood with the end to the road and the cyclone struck it from the rear or west side. The west gable went clean with the roof and the east front, from gable to sill, blown out and broken in pieces,

JULY IST 1903. making the usual calls as per Time Table, and in addition will call at Burnt Caurch " twice every week day, giving passengers for Burnt Caurch from 4 to 5 hours on the beach on Mondays, Wednesday and Fridays, and from 1 to 2 hours or the beach on Tuesdays, Thursdays and Saturdays; and passengers for Bay du Vin 3 to 4 hours on Tuesdays, Thursdays and Saturdays.

Excursion Tickets good for days of issue only. Fare for round trip, 35c, excepting on SATURDAYS, when FARE WILL BE 25c. from Newcastle, Douglastown, Chatham or Loggieville.

It is the intention of the management to furnish

wide, but it was a calamity for Stephen Sea Bathing, Deep Sea and

Trout Fishing.

# STR. "MIRAMICHI"

is been remodelled and is especially adapted forthe up river service:

Until Further Notice: On Monday, Wednesday and Friday evenings, excursion rate for round trip

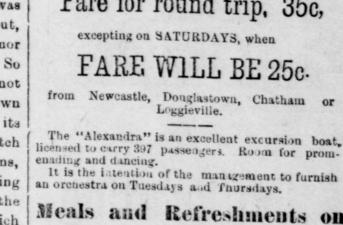
with a severe luog affection, and that dread disease CONSUMPTION, is auxious to make known to to Newcastle will be 15 cents. his fellow sufferers the means of cure. To those

Martin. It was Timothy Martin who was struck in the forehead with something, but. in the excitement of the time, neither he nor any others present knew what it was. So strong was the blast that the men could not hold the kitchen door from being blown open. When the house was moved off its foundation the wind blew the cellar hatch in the kitchen flour up and the two Martins. in the confusion, stepped into the opening and had quite an ugly fall. The top of the stove and the dishes in the room in which they were were broken in the general destruction going on around. Fortunately, the path of the cyclone at Good Hotel Accommodation Upper Napan was only a few hundred feet

Blakely that its concentrated destructiveness found his farm in its track.

[Continued on 3rd page]

TO CONSUMPTIVES. The undersigned having been restored to health ov simple means, after suffering for several years



Meals and Refreshments on board at Reasonable Rates

