

RAILROADS. INTERCOLONIAL RAILWAY. On and after Monday, June 19th, 1899, trains will run daily (Sunday excepted) as follows:— LEAVE KEAT JUNCTION. Accommodation for Montreal and St. John, 11.33 Accommodation for Newcastle and Campbellton, 13.15 Vestibule Sleeping and Dining Cars on the Maritime Express between Montreal and Halifax. All trains are run by Eastern Standard Time. Twenty-four Hour Notation. D. POTTINGER, General Manager. Railway Office, Moncton, N. B. 14th June 1899.

MONCTON AND BUCTOUCHE RAILWAY. 1899. SUMMER TIME TABLE. 1899. On and after Saturday, July 1st, 1899, trains on this railway will run as follows: \*No. 1. (No. 3. (No. 2. (No. 4. 10.00 7.50 A. Moncton, Dep. 15.20 19.45 8.00 5.00 Dp. Buctouche, Ar. 17.30 23.45 EASTERN STANDARD TIME. No. 1 Train connects at Humphrey's with I. C. R. train for Halifax, and at Moncton with C. P. R. train for St. John, Montreal and United States points leaving at 14.05, and I. C. R. train for Campbellton leaving at 10.20. No. 2 train connects at Humphrey's with I. C. R. day express from Halifax, and with C. P. R. train leaving St. John at 11.00, and I. C. R. through express from Montreal and Campbellton arriving at Moncton 13.30. No. 3 connects with I. C. R. accommodation train for St. John, leaving Moncton at 9.00. No. 4 connects at Moncton with I. C. R. through express from Montreal, arriving at 15.40. Nos. 3 and 4 will only run until September 11th, after which date Nos. 1 and 2 will run daily (Sunday excepted). During the months of JULY and AUGUST Excursion Return Tickets at one single first class fare will be issued from all stations on Saturdays, good for return on following Monday. E. G. EVANS, SUPERINTENDENT. Moncton, N. B., June 26th, 1899. \*Tues., Wed., Thur., Fri. and Saturday. †Monday only. ‡Mon., Tues., Wed., Thur. and Friday. §Saturdays only.

KENT NORTHERN RAILWAY. TIME TABLE. 9.30 Dept. Richibucto, Arr. 15.00 9.45 Kingston, 14.45 10.15 Mill Creek, 14.33 10.21 Grumble Road, 14.04 10.51 Molus River, 13.59 10.45 McMinn's Mills, 13.45 11.00 Arr. Keat Junction, Dept. 13.25 Trains are run by Eastern Standard time. Trains run daily, Sunday excepted. Connect with I. C. R. accommodation trains north and south. WILMOT BROWN, General Manager and Lessee. Richibucto, June 19th, 1899.

MORTGAGES, DEEDS, BILLS OF SALE (with affidavit), LEASES, COUNTY COURT SUBPENAES, COUNTY COURT WRITS, COUNTY COURT EXECUTIONS, SUPREME COURT SUBPENAES, BILLS OF LADING, MAGISTRATE'S FORMS, and other forms, for sale at THE REVIEW Office

MILBURN'S HEART AND NERVE PILLS FOR WEAK PEOPLE. AND THOSE TROUBLED WITH Palpitation, Throbbing or Irregular Beating of the Heart, Dizziness, Shortness of Breath, Distress after Exertion, Smothering Feeling, Spasms or Pain through the Breast and Heart, Morbid Condition of the Mind, Partial Paralysis, Sleeplessness, Nervousness, Anemia, General Debility, After-Effects of Grippe, Loss of Appetite, etc. Remember Milburn's Heart and Nerve Pills cure the worst cases after other remedies fail. Laxa-Liver Pills cure Constipation.

WHAT WOMEN NEED. Oxygen is what thousands of women need to make their eyes bright, and to keep their skin from looking flabby. One has only to go into the prisons to learn that constant inclosure brings pallor to the face, and many women do not take much more advantage of free sunshine than though they were in jail. Walking is cheap, and it is excellent exercise. "Oh, but it's such a bore to get started," wails some one. Of course, just the reason you ought to go, however. One often feels languid and inert because one has no physical energy. But the only way to get it is to stir around and find it. Chronic languor ends either in the invalid's chair, or in making the victim grow old a good deal faster than she would be pleased to think about. Physical exercises, when taken under instruction, are very much to be commended; fencing is not only fine exercise, but it is a fashionable accomplishment, and an incentive to learn other means of physical development. Then there is the bicycle—which is proving one of the greatest god-sends of the century. It is no longer necessary to move from a \$25 to a cheaper house in order to pay installments on one. It is a very easy matter to find an objective point for a wheel ride. Bicycle riding not only means exercise to the limbs, but it means oxygen, oxygen! And that is what most women need.

POINTED PARAGRAPHS. (From the Chicago News.) Women appear natural only when they don't try to. Any dentist can extract teeth without pain—to himself. Paradoxical as it may seem, an odd genius is a genius who isn't odd. A word to the wise may be sufficient to get the speaker into trouble. When a man gets too old to set a bad example he begins to give good advice. Still water may run deep, but some men who talk but little think still less. Always tell the truth even if you have to make use of a long-distance telephone. You will notice that men who say they can take a drink or let it alone, always take it. If love would only make men's cash go round they wouldn't worry about the revolutions of the world. A woman says her husband is so fond of an argument that he won't eat anything that will agree with him. There is a beautiful statue in every block of marble, but only an expert sculptor can coax it to come out. An Ohio genius has invented a chair that can be adjusted to one thousand different positions. It is designed for the small boy to sit in when he goes to church.

Children Cry for CASTORIA. "I never lose my temper," cried the little wife. "No dear," grumbled hubby; "I wish you would." \$1000.00 We don't guarantee \$1000.00 to every user of our great Cough specific Dr. HARVEY'S SOUTHERN RED PINE But we do guarantee immediate relief. Cures promptly. Is equally good for children and adults. Honest 25c. bottles. HARVEY MEDICINE CO. 424 ST. PAUL STREET, MONTREAL.



AN OBJECT LESSON FROM A FARMER'S LIFE. The recent advancement of a lifelong farmer to the highest position in the gift of the Canadian Parliament is an object lesson to every young farmer and farmer's son in the Dominion. It discloses the possibilities that are within reach of any worthy young man in this truly democratic country, and proves that no youth need leave the ranks of agriculture to find the path to eminence in public life, if his ambitions run in that direction. A few days ago, Mr. Thos. Bain, M. P., (now Hon.), was the unanimous choice of the House of Commons for the position of Speaker, left vacant by the death of that distinguished parliamentarian and literary man, Sir J. D. Edgar. The leader of the Government, Sir Wilfrid Laurier, in proposing Mr. Bain for this responsible office, pronounced a eulogium upon his character, his attainments, his special qualifications for the office, and his experience that would have been "elevating" to a less modest man, particularly when that old statesman, Sir Charles Tupper, in approving the choice, said he desired heartily to endorse every word the Premier had uttered. On both sides of the House the selection was received in the most kindly manner. Truly we may say in these days as the old song puts it, that "the farmer is the man." The son of a Scotch Presbyterian farmer (Walter Bain of Stirlingshire), Hon. Mr. Bain has followed farming as his business all his life, and never lived anywhere else till about twelve years ago, when he retired to the town of Dundas, Wentworth Co. Ont., within two miles of his old home farm he had lived on from 1831 to 1854, his latter farm being in the same township (West Flamboro), but a few miles further off. He was but three years old when he came with his father to this country, so that he encountered nearly all the circumstances of the pioneer farmers life. From early years his face, as shown in the engraving which graces the place of honor on this page, discloses the frank and genial gentleman that he is. It affords the Farmer's advocate much pleasure to extend, on behalf of our farmers and stockmen, hearty congratulations to Mr. Bain upon his well-deserved advancement.—Farmer's Advocate.

HOW LONG TO KEEP HENS. When is a hen most profitable, or rather, at what age does a hen begin to fail in her quota of eggs. This question is one difficult to answer, as hens, like individuals, differ from each other in a great many respects. It has been often claimed that a hen is at her best in her second year but this fallacy is due to the fact that she does not mature, or begin to be useful, until her second year. The first year she is only a pullet, and a portion of the time she only eats and grows. If of a large breed she may not lay at all the first year, provided we begin the year with March (when hatching begins) and ends with December. She is simply an expense, a something under preparation from which results are expected to the future only. Some countrymen make a practice of selling off their hens at the end of the second year, and they profess and claim that the second year is the period when a hen is at her best, and when she lays the greatest number of eggs. They then fill the places of such hens with pullets. We claim that the theory is erroneous, as the first cost of the hen—that of raising her from the egg to maturity—must be paid back before the hen can give a profit, and the cost must be added to the second year. True, the hen herself can be sold, and thus return the cost, but it is plain that if the hen can be retained several years the cost of the first year is divided for every year she is kept on the farm. It is this first cost of the hen, so frequently overlooked, that sometimes changes the profit to a loss. It takes an egg or two, food, care, and shelter to grow a hen. How long does a hen last? That depends, also upon conditions. We have had a hen 7 years old that laid as many eggs the fifth, sixth and seventh years as she did in her second year and she was also a very prolific hen. We intended to keep her as long as she lived, in order to notice the age at which she would decline, but by accident she was sent off in a coop with the others and we never saw her again. A hen is quite young in her second or third year. A hen belonging to a friend lived to be 16 years old, and laid three eggs the last year of her life. Another objection to killing off the hens and replacing them with pullets is the liability of injuring the vitality of the stock. We know from experience that chicks from hens are stronger, more vigorous and more easily raised than are those from pullets, and the continued use of pullets, for breeders is to use immature stock. The hen should be kept until she is at least four years old, or as long as she lays her quota of eggs.—The Poultry Keeper.

SOME CLOSE CALLS. INSTANCES OF NARROW ESCAPES TOLD BY RAILWAY MEN.

A Locomotive's Remarkable Jump—The Sleeping Car Passenger on a Rough Road—Trains That Left the Track and Returned Running at Full Speed. There is no question that well authenticated cases are on record where disastrous wrecks of railroad trains have been averted by almost seeming miracles. James E. White, general superintendent of the railway mail service at Washington, relates the particulars of a remarkable jump of 28 feet made by a locomotive. As Mr. White tells the story, it was on the 1st of September, 1892, when a New York and Chicago mail train on the New York Central, which was behind time and running at a very high rate of speed, reached New Hamburg, where a 28 foot draw of a bridge was open, which open space it is claimed the engine cleared and landed safely on the main portion of the bridge, the rest of the train going down through the opening. While the engine, it is said, made the leap of 28 feet in safety, the engineer and firemen, not having time to jump, were both killed. John H. Cain, a postal clerk, was killed, and M. E. Towney, clerk in charge, was seriously injured, the other postal clerks escaping unhurt. While none of the local railroad men know of any locomotives that are as good jumpers as White's or that do the bounding jockey act, some of them know of miraculous and hairbreadth escapes. Carlton Paris of the old Ohio and Mississippi for many years and more recently with the B. and O. S. W. tells that he and Ed Swift a number of years ago were riding on a train over the Ohio and Big Sandy road when an accident was narrowly averted. But let Paris tell the story: "The road was about the roughest at that time I had ever ridden over. There were only a few passengers on the train. Swift and I were in the forward coach talking to the conductor when the solitary sleeping car passenger came staggering in and said: 'Mr. Conductor, your road is so rough I can't sleep in my berth. I have been pitched out of my berth twice in the last quarter of an hour. There must be something the matter.' "The conductor picked up his lantern and said, 'Come on, and I'll go back with you and see what's wrong.' Swift and I sat where we were talking, and very soon we saw that the bellcord was being very violently pulled and the engineer was whistling for brakes. The train finally came to a standstill, and Swift and I kept our seats and kept on talking. As, after five minutes or more, there were no signs of the train going ahead, we concluded to go back and see what was the cause of the delay. "The conductor and trainmen were grouped about the sleeper with their lanterns, and we soon found out that the sleeper had left the track and had been running over the ties for how far we never knew. The night was pitch dark and it was raining very hard. It took the men at least three hours to get the sleeper on the rails again. The wheels were very near the end of the ties, and had the train gone 100 yards farther the sleeper would have been off the ties and over a high embankment." Frank Martin of the Missouri, Kansas and Texas said: "I remember of a disastrous wreck being almost miraculously averted on the Memphis and Little Rock road along about 1888. A passenger train was traveling at a high rate of speed when the engine threw a piece of rail about three feet long out of the track. This piece of rail was thrown at least 25 feet from the track. Strange as it seems, the tender, baggage car, coaches and sleepers went over this place where the rail was out and gained the rail again without one of the cars leaving the track except when the wheels went down on to the ties at one end of the broken rail, only to mount the rail again at the other end of the track. About all the inconvenience the passengers experienced was a slight shaking." Assistant General Passenger Agent Ryan said: "I remember two instances when the lives of engineers and firemen were saved by a seeming intervention of Providence. A number of years ago a new trestle was being put in, and false works had been erected to permit of the temporary passage of trains. The workmen had failed to put in some necessary bolts. The first train that came along was a freight. As soon as the engine struck the false work it gave way, and down went the engine. The fall was one of 50 feet, and in falling the engine made a complete revolution and alighted on the ground upon its wheels right side up, and the engineer and fireman both escaped injury, although they were probably pretty badly jarred by the fall. "The other case I know of is that of a train running at a good speed when the engine ran into a large rock that had fallen on the track just at the mouth of a tunnel. The impact caused the tender to bend up from the rear end and form a protecting hood over the engineer and fireman in the locomotive cab, and they were uninjured. Had this not occurred, they would either have been badly injured or had their lives crushed out." Another passenger man said yesterday: "When I was a sleeping car conductor on the old Bee line, about 30 years ago, the train was late, and we were going along at a pretty lively gait. We were within about five miles of Indianapolis when the engine and four cars jumped the track, and we thought there would be a smash up, but before the train could be stopped every wheel was again on the rails without the least damage being done to any part of the train or any of the passengers, barring the fright we all had."—Cincinnati Enquirer.

SENATOR TEMPLE DEAD. HE PASSED AWAY FRIDAY AT PALMOUTH, N. S.

HALIFAX, N. S., Aug. 26.—Senator Temple of Fredericton, N. B., died last evening of heart disease, at Falmouth, where he was visiting his wife's relatives. His daughters, Mrs. Grosvenor of York County, N. B., and Mrs. F. S. Hilyard of Fredericton, who had been summoned by telegraph, were at his bedside when the end came. The remains will be forwarded to Fredericton to-morrow, via the D. A. R. route to St. John. Thomas Temple was the son of Charles Temple of Bampton, Oxfordshire, England, and was born November 4th, 1832. When a mere lad he came to New Brunswick with his father and settled in York county. What education he received was in the public schools which in those days were not up to the present educational standard. They did not polish off pupils. Nevertheless, judging from results, they taught the boy with brains how to practically apply his talents to the stern realities of life. In early manhood, Mr. Temple went into the woods with his axe and a determination to succeed in life. He succeeded. The woodsman developed into an employer of labor, and step by step climbed the ladder of prosperity. For some years he was a partner with John Pickard in the lumbering business. Both prospered and both realized a laudable ambition, a seat in parliament. As a railway builder, Mr. Temple did much for Fredericton. It was to his energy that the early construction of the Fredericton branch was accomplished. Later in life he was the chief spirit in establishing railway connection via Fredericton between the North Shore and the river counties, and to his efforts Fredericton owes the magnificent railway bridge that spans the St. John just below the Cathedral. Up to that time York county had always elected a liberal to parliament. The death of John Pickard, M. P., created a vacancy, and Thomas Temple on Jan. 29th, 1884, as the conservative standard bearer, captured the constituency, defeating George F. Gregory by 163 votes. Mr. Pickard, it may be remarked, had in his last election, 1878, defeated Hon. John J. Fraser, the conservative candidate, by 917 votes. Mr. Temple held this constituency until 1896, when he was elected to the senate. Mr. Temple married in 1840, Susanna, daughter of Solomon Howe of Maine, who died in 1894, and in 1897 he espoused Alice Mary, daughter of the Rev. J. Churchill Cox of Windsor, N. S.—St. John Sun.

Be on Guard! Your Guard! DODD'S KIDNEY PILLS PURE FOR ALL KIDNEY CURES RHEUMATISM BRIGHS DISEASE DIABETES THE BEST is always limited. Dodd's Kidney Pills, sold only in boxes like this, are widely imitated, because they are the best kidney cure. Take none of but DODD'S

Well Developed Muscles, STRONG NERVES AND PURE BLOOD MARK THE STRONG AND HEALTHY.

Paine's Celery Compound Bestows All These Blessings. Well developed muscles and strong nerves belong only to healthy and vigorous men and women. Paine's Celery Compound will give the weak and sickly full muscular power, strong nerves, pure blood and full digestive vigor. It will do more to counteract the on-coming of ill health, sickness and disease than any other medicine in the world. In an untold number of cases where other remedies have failed, Paine's Celery Compound has brought about the wished-for results, making old and young happy and joyous in the possession of sound health. It is criminal for any intelligent man or woman to continue suffering from disease that Paine's Celery Compound is able to banish. Honest and able physicians, the trusted family druggist, clergymen, members of parliament, and best people of Canada, recommend Paine's Celery Compound with pleasure and satisfaction.

FIFTEEN SAVORY SANDWICHES. BY AGNES M. SMITH.

In preparing sandwiches care should be taken to make them look as attractive as possible. Two thick slices of bread with a large slice of ham between do not make an inviting sandwich. The bread should always be thinly cut and carefully buttered, and when desired the slices may be cut in round or triangular form, with the crust removed. The following sandwiches are easily prepared and are especially dainty for summer luncheons: Egg.—Mash the yolks of hard-boiled eggs with a little mustard, salt and pepper and melted butter, in the proportion of one table spoonful to three yolks. Just before putting between the thin slices of bread add the whites of the eggs, finely chopped. Fish.—Take any kind of cold, cooked fish—salmon and halibut are best—flake it carefully, removing the bones, and by the addition of mayonnaise dressing make it sufficiently moist to spread, or instead of the dressing use cream, salt and pepper and a little melted butter. WATER-CRESS.—Dip the leaves in mayonnaise dressing and put between the slices; or chop hard-boiled eggs with the water-cress, and add melted butter, mustard, salt and pepper. CELERY.—Cut fresh, crisp celery in tiny pieces; then add the mayonnaise dressing and hard-boiled eggs mashed to a paste. LETTUCE.—Choose small lettuce leaves or carefully tear large ones into the desired size. Spread the slices of bread with mayonnaise dressing, and put the leaves between the slices. WALNUT.—Chop the nuts very fine and add either salad dressing or cream cheese. Season well. Sandwiches with this filling are particularly good when made with brown bread. HAM.—The meat must always be chopped; add mustard according to taste. An agreeable variation is to chop the ham with the yolks of hard-boiled eggs, adding melted butter and mustard. CHICKEN.—If very tender, the meat may be sliced thin and then seasoned to taste. But the better way is to mince it and add mayonnaise dressing, or a little rich cream and a taste of mustard, if desired. LIVER.—Add a little Worcestershire sauce to finely chopped calf's liver. LAMBS' TONGUE.—These are, of course small and may be put between the bread in very thin slices. A suspicion of mustard will be found desirable. OLIVE.—Chop Olives very fine, season with salt and pepper and add mayonnaise dressing. TARTARE.—To make "Tartare" sandwiches add to the preceding mixture capers, chopped cucumber pickle, parsley and a little onion. CUCUMBER.—Thinly slice the cucumbers and dip in mayonnaise dressing. CREAM.—Spread very thick cream upon the slices of bread. Graham and brown breads are excellent for the purpose. Add grated cheese to the cream to make delicious cheese sandwiches. CORNED BEEF.—Chop the beef fine, add a little oil, vinegar, mustard, salt and pepper. The further addition of cream is an improvement. MISS BESSIE NASON, CLOVER HILL, N. S., says: "I gladly recommend Laxa-Liver Pills, as they cured me completely of Constipation before I had finished the third box." A dispatch from Sydney, C. B., says Sir Wm. VanHorne and party of capitalists interested in Newfoundland iron fields, sailed for St. John, N. F., last Thursday. H. M. Whitney found it impossible to go this time, owing to pressing engagements.

COOK'S NEW BLOOD PILLS.