It was a hot day in August, 1894. Three trains were bound northward over the Missouri R ver Railroad to Fort Custer then the terminus of the line. The first was a construction train, with a load of telegraph po es for the road beyond the Little Big Horn. Behind it rattled the 'dust exprets.' otherwise a gravel-train, Rankin, ingineer The third train, which lett Sheridan an hour or more after the o her two, were under way, was called an express train, but in reality it was only the civi ion superintendent's 'explorer,' with a party of talked-out officials, an inquisitive stockholder or two and a few triends of theirs.

R nkin leaned from the cab window of the locomotive of the gravel-train with the greasy vizor of his 'dinky-cay' drawn down over his tace. The boiler-head within simmered and stewed, and the cab was hotter than a kitchen on baking day.

Outside the ragged Montans buttes burned in the sunshine. Larson, the big fireman, was swaying steadily from the coal-tender to the 'glory hole' of the firebox. Larson wore a red wollen undershirt which was open at the breast and burned brown on the back with cinders. The sleeves were gone, and the lumpy muscles of his arms glistened with perspiration. His face was black with soot. There was a good humored gleam in his blue eyes; but for these eyes he might have been taken for a negro.

On the run from Sheridan, Larson shovelled tons of coal into the red-hot firebox, but at the end of the day he was ready to heave a car-wheel with any man on the

All the forenoon Rankin bad been catching momentary glimpses of his companion train toiling on ahead. Usually it was only for receiving a heavy impact. Rankin effect of these rays on the human body a vanishing blur of yellow in a mist of dust, knew that if the cars struck the pilot with when exposed to them for photographic but it was a dear reliet from the dead monotony of plain and mesa-bush and burning | be driven torward and brush off the whole sunshine. About noon his train came to the curve near the bottom of Crow gradeto called because it ran through the land of the Crow Indians. Larson was double firing for the long climb, and Rankin joggled on his arm pad and watched for the train ahead. He expected to see the cars of telegraph poles just mounting the summit | Larson had two tow-headed be two miles away.

With a bitch and a quiver the engine shot around the curve. For a moment Rankin stared blankly up the track. Some- heaving engine. One foot on the steamtimes an engineer's eyes play him sad pranks.

'Larson!' he shouted, his fingers tightening on the throttle bar.

The fireman's shovel rang on the iron floor, and he sprang to the cab window. Up Crow grade, 'teetering' and swaying flowed outward dizzly, and the air was like a ship on a choppy sea, two car-loads full of flying sand and cinders. It requirof telegraph poles were plunging down the track. The construction train had burst a strength to keep his place on the pitching coupler. On the front of the first car Jack | pilot. Oliver, the brakeman, frantically waved his blue jacket and twirled the brake-wheel to The impact must not be a pound too show that it was useless.

eye. He knew that in less than two minutes the runaway cars would crash into bis fireman could not make the coupling? train, but his hand was as steady and firm as the brass throttle lever. He drew on the whistle cord. There was a single biting blast; it meant 'down brakes hard.' Then he drove the throttle forward and brakes. Rankin saw tears of relief streamreversed the engine. Underneath the wheels screeched a shrill protest, and showers of sparks flew upward. The train- less than a hundred yards from the passenmen on the cars behind were straining hard | ger train. The officials, blanched about at the brake-wheels. They did not know the danger, but they felt the thrill in Rankin's signal.

'Going to jump?' asked Larson, as the train shuddered to a standstill. A good engineer never deserts his train

while there is a shadow of hope. 'No,' answered Reankin, sharply; 'we'll

back around the curve.' Rankin had formed his plan instantly.

The curve which te had just made was dangerously sharp. Once behind it,-if only he get behind it in time, -the train would, perhaps, be saved; for the runaway cars, coming at terrific speed, would probably leap the rails and go tearing down the embankment. It was a slim chance, but Rankin took it. 'Fire away there!' he shouted to Larson.

Without a word the big fireman bent to his work. He might have jumped,-some firemen would-but until he heard the engineer's order Larson was as much a part of the engine as the piston-rod.

Seconds were precious. Yet the train seemed barely to crawl-a baby could have toddled faster.

Up the track the runaway cars loomed big and near. The jar of their wheels sounded above the noises of Rankin's train. Poor Oliver was crouching and waiting his fate. His hair blew loose in the wind and he clung to the broken wheel with all the desperation of despair.

Rinkins locomotive was on the curve. Only a few feet more and it might be safe. The throttle was wide open and the stack belched fire. Larson grasped the cab window with tense muscles, as it to help the struggling engine.

Now the triendly embankment cut them off; they had made the curve. Rankin looked across the boiler-head at Larson, and laughed nervously. But they still watched with horrifi d interest to see the telegraph cars leap the embankment.

Far below there was a dry stretch of rocky gulch, covered as with fur, with tutts of prairie grass. It was full fifty feet straight downward. They caught a glimpse of Jack Oliver clinging to the brake—and the cars crashed into the curve. The inner wheels leaped in air and spun like a child's top. There was the shrill

screech of steel grinding on steel. Suddenly the runaways righted themselves with a quiver, twitched around the curve, and still on the rails came thundering down the grade.

'The've made it!' said Lurson, from

omewhere deep down in his chest. For a moment neither Rankine nor his fireman stirred. The danger, once averted, was the more terrible for being unexpectedly renewed. They had lost their chance of jumping, for the train was now backing at a runaway speed. There seemed no possible way of escape.

·Give ber the fire!' shouted Rankine. We'll make a run for it !'

The speed of the telegraph cars had been somewhat checked at the cure. Rankin's plan now was to drive back under full steam to the up grade a mile away on the opposite slope. Here the runaways must slacken their speed. It would be a desperate race and Rankkin telt that the chances were against him. What if his own train should jump the track, or what if he could not keep away from his grim pursuer?

Rankia leaned from his window and looked back along the line of resling red cars, which seemed to run in a trough of dust. And then he stretched farther out, with the perspiration starting fresh to his face. Behind there, just around the edge of a brown butte, was the fleecy white smoke of a passenger-engine. The division superintendent's train was coming. He had not dreamed that train could be so near. At his present speed te would drive into it in less than a minu'e.

Rankin swung back to his place. His train had attained nearly the speed of the runaway cars. He deliberately pushed the throttle forward and shut off the steam. The indica or finger leaped to a figure that would have made a master mechanic's blood run cold; but he must save his pas-

Larson looked up questioningly. Had Runkin lost his senses?

The telegraph cars were now scarcely a hundred feet away. Their grease boxes had taken fire, and were blazing up like so miny smoky terches. They rocked and jurred and roared, as if eager for the onset; and yet Rankin slowed his train.

The front of an engine has no bumper any force the load of poles would probably top of the locomotive. - cab, crew and alland an explosion mig't tollow the collison. 'Larson!' shou ed the engineer.

The big fireman straightened up, draw ing his arm across his dripping face. Go out on the pilot and couple those

cars to the engine.'

home in Sheridan, but he did not hesitate. From the cab window he sprang to the running-board and darted the length of the box, a firm grasp of the flig-rod, and he slid down to the pi'ot. He braced his lett toot between the bars; one hand was gripped like a vice above, while the other poised the heavy coupling-rod.

Below him the blurred gray track-bed ed every atom of the fireman's mighty

Rankin had opened the throttle again. heavy. He could not see Larson, but he All this flashed instantly on Rankine's | felt his danger. What if there was a ring in the front bumper of the car. so that the

At that instant Rankin was hurled heavily torward, but he regained himself with a bound. Oliver, the brakeman, was waving his arms and signalling downing down his dus covered face.

They stopped, with every wheel burned, the lips and stammering with excitement, came stumpling forward. They found Rankin pottering over his running-bars with his booked nose oil can. The big fireman was calmly doing up a crushed thumb with a bit of cotton waste.

Of course they thanked Larson and Rankin, and I believe their salary was increased on the next pay-day; but there are some things for which money cannot pay. -Ray Stannard Baker, in Youths Com-

25 cents cures Catarrhal Headache

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25 cents cures Foul Breath caused by

25 cents secures Chase's Catarrh Cure with perfect blower enclosed in each box. Sold by all dealers.

She Understood " Slape."

As a child Queen Victoria was noted for her independent spirit and for her frankness in confessing an error. The follow ing anecdote, told by the author of 'The Private Life of the Queen,' displays both

When a little girl, she was taken on a visit to Earl Fitzwilliam's family seat in Yorkshire. Wet weather had made the paths very slippery, and the princess who was ahead of the walking party, was warn ed by the gardener that the paths were 'very slape.'

ed the princess, not understanding the local dialect, and imitating the abrupt Port Greville, Feb. 11, to Mr. and Mrs. H. B. speech of her grandfather George III. The gardner explained, but the self-reliant princess started again on her walk, and tell down in the mud. 'Now your

063636363636363636363636

Plasters won't cure cancers or tumors. It's covering up the sore only to drive it deeper. Our pleasant Home Treatment cures by driving out the poison, not driving it in Full particulars 6c. (stamps.) Stott & Jury, Bowmanville, Ont. what 'slape' means.'

'Yes,' answered the princess, as she picked herself up, 'and I shall never forget it again.'

## DROPPED DEAD.

Suddenly Stricken Down by Heart Dis-

"A sad and sudden death occurred to a well-known citizen on one of the leading streets this morning."

Nearly every large city paper contains daily some such heading. The number of deaths from heart failure is very large, but it is on'y when they occur in some public and sensational manner that general attention is drawn to them

Palpitation and fluttering of the heart are common complaints. With the heart itself there is nothing radically wrong. But the system is disorganized, the kidneys and liver are out of order, and the stomsch is not in condition to do its work properly. Between them all, they throw too much responsibility on the heart, and the latter is

unable to stand the strain. A box of Dr. Chase's Kidney-Liver Pills at a cost of 25 cents will regulate the system, purify the blood, make a new person of every sickly man, woman or child.

Dr. Chase's Liver Kidney Pills may be had from any dealer or from the manufacturers. Edmanson, Bates & Co., Toronto. One pill a day, one cent a dose.

Dr. Chase's Linseed and Turpentine is a sure cure for coughs and colds. Largest bottle on the market; only 25 cents.

Eflect of X Rays on Plants.

Very interesting experiments have recently been made at Cornell University hv Professor Atkinson on the effect of the X-rays on growing plants and seedlings. So much has been said of the injurious purposes, that Professor Arkinson was prepared to see his plants seriously injured in the experiments; but the results showed that even delicate seedlings, after an exposure to the rays of many hours, were entirely unharmed. Sensitive plants like the mimosa, exhibit d the same indifference. Among the photograps showing the | Lake Darling, Feb 9, Mrs. Emm. L. Churchill, 37. interior structure of plants were pictures of the seeds of hickory nuts, almonds and peanuts taken through the unbroken shells and of peas and beans still enclosed within the pods.

Julia Marlowe is going to Europa this summer and may arrange for professional appearance in London.



# BORN.

Halifax, Feb. 10. to Mr. and Mrs L. T. Holland, Parrsbore, Feb. 11. to the wife of Henry Smith, & Moncton, Feb. 1, to the wife or G. F. Atkinson,

Fredericton, Feb. 16, to the wife of J. P. Paelan, Digby, Feb. 3, to Mr. and Mrs. O. T. Haines, a

Sackvil e, Feb. 7, to the wife of A. C. Smith, daughter. Parrsboro, Feb. 6, to the wife of David Layton, daughter. Haldax, Feb. 11, to Mr. and Mrs. Frank Shiers,

Trure, Feb. 15, to Mr. and Mrs. Thomas Tur.ff, daughter. Halifax, Feb 15, to Mr. and Mrs. R. W. Thomas, a daughter.

Am terst, Feb. 15, to the wife of Fred Wilt hire, a daughter. Halifax, Feb. 8, to Mr. and Mrs. Samuel Pipe daughter.

Boston, Mass., Feb. 8, to Mr. and Mrs. John D. Ross, a son Restigouche, Feb. 14. to the wife of P. H. Sheehan, a daughter Amherst, Feb. 10, to Mr. and Mrs. Wesley Pipes

a daughter. Amherst, Feb. 10, to Mr. and Mrs, Michael Pel-Amherst, Feb. 6 to the wife of E. E. Hewson barrister, a son

Halfway River, N.S , Feb. 5, to the wife of Jas. Yarmouth, Feb. 4, to the wife of Dr. M. E. Armstrong, a son Hantsport, Feb. 10, to Mr. and Mrs. Ezra Macu n'

'Slape! slape! What's slape?' exclaim- | Partridge Island, Feb. 9, to the wife of Wm. Atkinson, a daughter.

Yarmouth Feb 15, to Mr. and Mrs. Herbert K. Pool, a daughter. Newtonville, Mass. Jan. 11, to the wife of Elbert H. Folkins, a son.

New Glasgow, Feb. 7, to Mr. and Mrs. Charles Warman, a daughter. West Bay, N. S, Feb. 10, to the wife of John, Desmond, a daughter.

# MARRIED.

St. Peter's, Henry Morrison to Bella McLeod. Kingston, N. S. Feb. 3, Robt. Bruce to Dora Dorey. East Boston, Jan. 13, Mr. George Trahan to Miss

royal highness said the earl, 'understand | St. Peter's F b. 8, Martin Kelly to Mrs. Joseph

Sussex, Feb. 18, by Rev. James Gray, Thomas Ross to Matilda McLong. Grand Manau, Feb. 3 by Rev. W. S. Covert, Guy U quhart to Minnie Small.

Truro, Feb. 10 by Pastor Adams, James McConnell to Mary A McPherson. St. Stephen, Feb. 2, by Rev. W. C. Goucher, Geo. S. Browning to Villa Murray.

Digby, Jan. 29, by Rev. Wm. Philips, Charles W Higgms to Margaret Williams. Trenton. Feb. 9, by Rev. H. R. Gant, William Eals to Fiorence May Forbes.

Westville, Feb. 10, by Rev. R. Cumming, Daniel A. Fraser to Jessie Ann Fraser. Canning, N. S. Feb. 2, by Rev. J. K. West, E. Pal-mer Grand to Sarah Alice L. omer. Yarmouth, Feb. 17, by Rev. J. H. Foshay, Benja min J. Samuel to Lizzie L. Mense.

North Range, Feb. 8, by Rev. H. A. Devos, Mr. Bruce Height to Miss Anna Martinson. Port Maitland, Jan. 26, by Rev. Jabez Appleby, J dson A. Ciements to Abbey F. Crosby. Waltham, Mass, Feb. 10, by Rev J. F. Langton, Annie Mabel Layton to Archie C. Emery.

Bear River, Feb. 8, by Rav. 6. W. Schurman, Mr. Hanry F. Shaw, to Miss Bertha F. Benson. Dartmouth. Feb. 15, by Rev. Father Underwood, James P. Kennede to Ma garet N. Downey. Dublin Shore, Feb. 8, by Rev Henry Crawford Lemuel E. Hayes to Miss Susie E. Romkey. Parker's Cov., Feb. 3. by Rev. H. Achilles. Mr. Wilbur P. Hamilton to Miss Orlen, Halliday.

Bridgetown, Feb. 9, by Rev. F. P. Greatorex, Charles Hadden Strong to Sarah Francis R. Barrington, N. S. Feb. 10, by Rev. J. W. Freeman, Mr. Theodo:e A. Kenrey, to Miss Maud L.

## DIED.

Barrington, Feb. 12, Thos. Crowell. St. John, Feb. 17, Thomas Sweenev. Truro, Feb. 13, David L. Linton, 58. Milford, Feb. 19. John J. Waring, 59. Pictou, Feb. 13, Richard McKean, 83. Red Head, Feb. 16, James C. Boyle, 45. Grand Harber, Jan. 18, Asa Foster, 79. Kempville, Jan. 12, Josiah H. Mood, 39. Newcastle, Feb. 9, Alexander Taylor, 42. Smith's Cove, Feb. 13. Claude Potter, 24. Marshalltown, Feb. 14, Jacob Redick. 85. Five Islands, Feb. 7, Elisha J. Taylor, 44. Ketch Harbor, Feb. 15, Daniel Martin, 52. Broad Cove, Feb. 11, Samu l L. Hersey, 35. Shepody Road, Feb. 14, Robert Hunter, 85. West Earltown, Jan. 25, William McKar, 46. Smith's Cove, Feb. 17, James H. Thomas, 88. Columbus, Onio, Mrs. Rhoda Jone Kenney, 37. Springfield, Kings Co., Feb. 13, James Reid, 79. Newtown, Kings Co., Feb. 14 Sidia Chapman, 74. Doctors Cove, Feb. 5, Mrs. Deborah Hopkins, 73. Spry Harbor, Feb. 23, Miss Lavinia Jackson, 19. Washington, Feb. 11, C arance Lane McArthur, 51. Central Economy, Feb. 10, Mrs. Enoch Huntley, 47 Digby, Feb. 5, Mrs. Edward Hannibal Sypher, 82. Torbrook, Feb. 7, Emma, wife of Edward H. Banks,

Black Point, Jan. 25, Alice, wife of Andrew Doane, Joggins Mines, Feb. 15, Mary, wife of James Hammond, Kings Co., Feb. 9, Charles D. March-

Mone on, Feb. 13, Sarah Elzi, wife of John W Trites, 47. Providence, R. I., Jan. 24, Rebecca, wife of Percy Dollard, 48. Cape Eurage A. Co. Feb. 12, Eliza, wife of Daniel

San Paulo, Braz l, South America, Jan. 13, C. I. Murphy, 30, Baccaro, Feb. 11, Rebecca J. wife of Mr. Hanley Barrington, Feb. 15, Cora M. wife of Mr. Emerson

Yarmouth, Feb. 13, Mary Bells, wife of George H. Redding, 20 Ashmont. Mass., Feb. 6, Oscar T., son of the late John Keith, 24. Cambridgeport, Mass., Feb. 15, Lucinda wife of

John S. Mitchell Bridgewater, Feb. 14. Eveline, daughter of Ariel and Mary Fienual. Riverside, A. Co., Feb 6, Margaret L. wife of Gilbert N. Goodal', 49. Blanchard Road. Feb. 2, Margaret, widow of the rate Duccan Fraser.

Charlestown. Mass., Feb. 16, Aunie J. wife of Thomas F., Tierney. Cape Island, Feb. 11, Ruth, widow of the late Joseph Atkinson, 94. Brighton, Shelburne Co., Deborah widow of the late Wm. Lewis, 85. Middle Musquodoboit, Jan. 27, Margaret Alice, wife of Daniel Day, 60.

Bayfiel , Elmer R. child of Mr. and Mrs. William A. Milton, 11 months. Big I-land, Mericomish, Feb. 2, Bells, wife of James MacDonneil 48. New Glasgow. Feb. 15, Hannah C. widow of the late Isaac Matheson, 81.

Somerville, Mass., F b. 16, Phoebe, widow of the late of George Dunham. Woods Harbor. Feb. 11, Lovitt K. infant child of Mrs. Lovitt Nickerson.

Yarmouth, Feb. 14, Maggie M. daughter of Mr. and Mrs. Joseph Hamilton, 4. Grant Manan, Feb. 2. Louie, infant daughter of Mr. and Mrs. Arthur Benson. Meiklefi li, Feb. 8. Willie Carr, eldest son of James and Isabella Meikle, 12.

Richibucto, Feb. 11, Bestrice H child of Mr. and Mrs. Fred Ferguson, 6 months. St. John. Feb. 19, James Lewis, son of Mr. and Mrs. Theodore Harding, 4 months.

Charlestown, Mass., Feb. 16, Leo Victor, chill of Mr. and Mrs. James H. Mawhinney, 1 year.



and the Hypophosphites of Lime, Soda and Manganese Render it the most effectual remedy for

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RAILROADS.

On and after Nov. 1st., 1897, the Steamship and Train service of this Kailway will be as follows:

# Royal Mail S.S. Prince Rupert.

Lve. St. J hn at 7.15 a. m., arv Digby 10 15 a. m. Monday. Tuesday, and Friday.

Lve. Digby at 1.00 p. m., arv St. John, 4.00 p. m. Monday, Toursday and Saturday.

### **EXPRESS TRAINS** Daily (Sunday excepted).

Daily (Sunday excepted).

Lve, Halifax 6.30 a. m., arv in Digby 12.50 p. m.

Lve. Digby 1.02 p. m., arv Yarmouth 3 35 p. m.

Tu s. and Fri.

Lve. Halifax 7.45 a m., arv Digby 12 30 p. m.

Lve. Digby 12 42 p. m., arv Yarmouth 3 00 p. m.

Lve. Yarmouth 7.15 a. m., arv Digby 11 10 a. m.

Lve. Digby 11 25 a. m., arv Halifax 5.46 p. m.

Mon and Thurs.

Lve. Yarmouth 8 00 a. m., arv Digby 10 09 a. m.

Lve. Digby 10.14 a. m., arv Halifax 3 30 p. m.

Mon. Tues. Thurs. and Fri.

Lve. Annapolis 7.30 a. m., arv Digby 8.50 a. m.

Lve. Digby 3 20 p. m., arv Annapolis 4 40 p. m.

Monday, Tuesday, Thursday Friday and baturday.

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### on Flying Bluenose between Halifax and Yarmouth. S. S Prince Edward,

BOSTON SERVICE By far the finest and astest steamer plying out of Boston. Leaves Yarmouth, N. S., every Tuesday and Friday, immediately on arrival of the Express Trains and "Flying Bluenose" Expresses, arriving in Boston early next morning. Returning leaves Long Wharf, Boston, very Sunday and Wednesday at 4.30 p.m. Uniqualled cusine on Dominion Atlantic Railway Steamers and Palace of the Express Trains. Car Express Trails

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# March 9th, 16th, 23rd, 30.h; April 6th, 13th, 20th,

Tourist Sleeping Cars for the accommodation of Second Class Pacific Coast Passengers, leave Montreal (daily except Sudday.) at 2.00 p m. Berth secommodating two. Montreal to Revelstr ke etc., \$7.00 Montreal

to Vancouver etc., \$8 00.
Write for Pamphlets etc. via "British Columbia" "K ondike and Yukon Gold Fields," "Vancouver City's guide to the Land of Gold." Tourist Cars etc., and all other particulars regarding trip, rates of fare etc., to

A. H. NOT MAN Asst. General Passr. Agent, St. John, N. B.

On and after Monday. the 4th Oct., 1897
the rains of this Railway will run
daily, Sunday excepted, as follows.

TRAINS WILL LEAVE ST, JOHN 

Passengers from St. John for Quebec and Mont-real take through Sleeping Car at Moncton at 20.10

# TRAINS WILL ARRIVE AT ST. JOHN :

Express from Sussex..... 8.36 Express from Montreal and Quebec (Monday 

The trains of the Intercolonial Railway are heated by steam from the locomotive, and those between Halifax and Montreal, via Levis, are lighted by

All trains are run by Eastern Standard Time. D. POTTINGER, General Manager Railway Office, Moncton, N. B., 4th October, 1897.

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C. CREIGHTON, Asst. Supt