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CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

FINE STEAMSHIP SERVICE ON THE BAY OF FUNDY ROUTE

(Continued from page 3.)

The distance from St. John to Digby is 45 miles, and of course the Nova Scotia shore is quite plainly visible as soon as one gets outside St. John harbor. For an hour or two we gaze at distant shores, or watch passing vessels, or listen to the orchestra, or investigate the different parts of the steamer. Then everyone keeps a weather eye out for the first glimpse of Digby Gap.

A Natural Gateway.

What's in a name? Why, in the old "jography" days of unblest memory, this unique sea gate was always called Digby Gut, and though we might forget—and do forget—almost every other name on the map of Nova Scotia, Digby Gut stays with us.

It is a point of interest which must not be overlooked, and he would be very dense indeed who could find no admiration in his soul for this often-described natural gateway to the beautiful Annapolis Basin, immortalized in poetry and history—and in the aforementioned "jography."

"This is where Digby got it in the neck," said an unsentimental passenger.

The Town of Digby.

Digby, the town, is but a short distance inside the Gap, and is certainly a very attractive little village even to a resident of this Celestial City. Its pleasure resorts are legion, its residences are bright and modern, its hotels up to the requirements of present day travel, for many American tourists come this way—and the hotels are numerous too. In fact, Digby is distinctly a tourist town, and everyone we met on this occasion seemed to be in holiday attire. Even when the fire alarm sounded, the rollicking way in which a few well dressed young

fellows hauled the fire apparatus—a single hose reel—down the principal street, gave the impression that it was just a little way of entertaining out of town visitors.

Stacks of Fish.

Time did not permit us to see all the interesting things in this corner of the Land of Evangeline, but we did see the greatest quantity of fish we ever saw at one time—stacks of haddock, acres of them, spread out on racks known as "flakes," to dry.

And it surely was unique to see the locomotives of the Dominion Atlantic Railway, each with a name, like a steamboat or a Pullman car. Indeed one is rather surprised to find very many small but interesting contrasts to life in our own province.

Now, one of the good things about this trip across the Bay of Fundy is that it all occurs in the day time, when it is most pleasant to travel on the water, and it was early in the afternoon when we started on our homeward journey.

Comforts of Home.

By this time we are beginning to look upon our steamer, the Empress, as our home, and indeed it contains all the comforts of a very fine home—and then some. For one thing, you can get your three square meals a day, prepared and served in excellent style under the supervision of Mr. James Hughes, the steward, whose assistants and waiters are lively and efficient young men. There was a good-sized passenger list on this trip, but at no time was there the slightest confusion or sign of that modern bugbear—unpreparedness.

In another sense too the vessel becomes homelike from the feeling of unreserved sociability that develops among one's fellow passengers. And

this brings us to a very popular subject on board ship—seasickness, which is as much of a joke on shipboard as toothache is on land. That is, it's funny to everyone until they are right up against it.

A Guardian Angel.

But cheer up, traveller on the Empress; you are not such an "unlucky guy" when seasickness gets you. You must have noticed, when you first came on board, the guardian angel of the ship, Miss Ruthertford, the matron, a trained nurse, with experience on Atlantic voyages—surely not many, for she is the picture of young and healthy cheerfulness, enough to drive away the first symptoms of seasickness, and apparently has the ability of being in all parts of the ship at once, pleasantly questioning any passenger who exhibits a tendency to lean over, or gaze out upon the deep with a far-away expression. What a boon to lady passengers and children! One could not imagine better hands to fall into when under the weather. Sporty young fellows must be tempted sometimes to pretend seasickness—but could they get away with it?

An Efficient Captain.

Of course, the real commanding personality on all vessels is the captain, and Captain A. Macdonald of the Empress is no exception—and especially in personal appearance, for a neater looking sailor man ne'er sang in "Pinafore" or acted in the moving pictures. The feeling is irresistible that the ship-shape style of everything on board is due to him.

But he must be far older than he looks, for he is full of sea knowledge and marine history, as a visit to his chart room soon disclosed. The chart of the Bay of Fundy naturally occupies a foremost place, and a glance over it at once shows the timid traveller that the route from St. John to Digby is one almost free from perils, though Capt. Macdonald pointed out that there was a rather treacherous current near the Nova Scotia shore. Then he showed on the chart the bad spots at the mouth of the Bay—The Lurcher, the Old Proprietor, Yellow Muir Ledges, Gannet Rock—all with their records of disaster.

Splendid Officers.

Pin your faith to the captain—but he has able officers too, and the captain pins his faith to them. He knows his chief engineer, Jas. Pentwick, can bring the steamer over in the required three hours, and with First Officer A. H. Sweeney at the bow and Second Officer A. Hurst at the stern, the Empress slides up to her wharf and ties up almost with the precision of an express train gliding into the depot.

As mentioned before, the steamship returns to St. John in ample time to catch the evening train for Fredericton, and if you possess a through ticket you are entitled to free transfer by coach from the wharf at Reed's point to the train.

\$1,000 REWARD

For a Case of Incurable
Constipation

To any person who cannot be cured of Constipation by Dr. Hamilton's Pills, the above reward will be paid.

No medicine gives such lasting satisfaction or effects such marvellous cures as Dr. Hamilton's Pills. Relief instantly follows their use. That blinding headache goes forever, that feverish feeling in the skin is soothed away, bilious fits and stomach disorders are stopped.

Don't be nervous about using Dr. Hamilton's Pills; they are mild enough for a child to use, yet certain and effective in action in the most chronic cases. Get a 25c. box today; they bring and keep robust good health.

MILITARY HOSPITAL ON FIRE.

200 Wounded British Soldiers Safely Removed on Stretchers.

London, Sept. 15.—Two hundred wounded soldiers were safely removed on stretchers last night, after heroic work, when fire broke out in the West Park Military Hospital near Amptill, Bedfordshire. The building, the seat of Lord Lucas, was badly damaged.

Villagers for miles around aided the police, firemen and nurses in the rescue of the wounded soldiers.

FIRE DESTROYS STEAMER AT SEA

Pacific Coast Liner Lost, But Passengers and Crew Saved.

Marshfield, Ore., Sept. 14.—Fire tonight completely destroyed the Pacific Coast Company's liner Congress, two miles off Coos Bay bar.

Several vessels which rushed to her assistance in response to distress calls, helped remove her 253 passengers and crew of 170. No lives were lost.

Too much noise in this world tries to pass itself off as music.

Books are desirable companions; when they bore you it is an easy matter to shut them up without giving offence.

CELESTIAL FLOUR

MADE IN FREDERICTON from
Choice Hard Wheat by the best patent
process.

Now fully equipped for custom grinding,
Wheat, Oats, Buckwheat, etc.

Prompt service, and satisfaction
guaranteed.

F. H. EVERETT

Aberdeen St., near C. P. R. Station.

FOR RETURNED SOLDIERS.

NOTICE is hereby given that a branch of the Provincial Returned Soldiers' Aid Committee has been organized for the Counties of York, Sunbury and Queens, and the City of Fredericton, as a district, with Dr. T. C. Allen Chairman and Judge Wilson Secretary.

All employers of labor in said district willing to give preference to returned disabled soldiers as employees, and all returned discharged soldiers wanting employment residing therein are requested to notify the secretary

JUDGE WILSON,

DR. T. C. ALLEN, Secretary,
Chairman.

TO THE POLICYHOLDERS OF
THE PRUDENTIAL INSURANCE
COMPANY OF AMERICA.

NOTICE is hereby given that a meeting of the policyholders of The Prudential Insurance Company of America will be held at the Home Office of the said Company in the City of Newark, New Jersey, on Monday, the fourth day of December, 1916, at twelve o'clock noon, for the purpose of selecting fifteen persons to be voted for by the policyholders' Trustee as members of the Board of Directors, at the annual election of Directors of the Company to be held on the eighth day of January, 1917.

At such meeting every policyholder of the corporation who is of the age of twenty-one years or upwards and whose policy has been in force for at least one year last past, shall be entitled to cast one vote in person or by proxy. FORREST F. DRYEN,
President

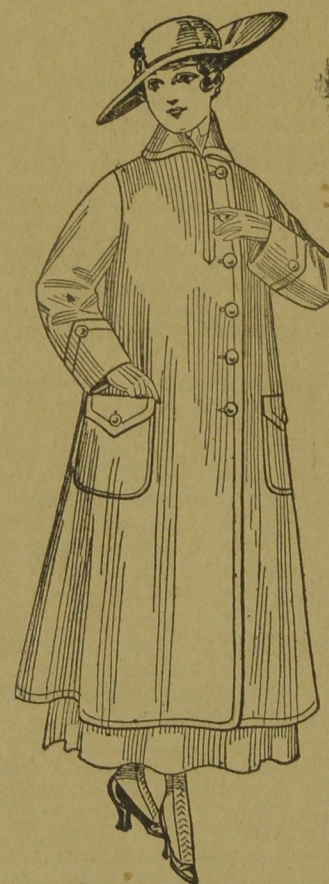


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Autumn and Winter Styles

Some very New Models in Suits, Coats, Dresses and Waists that merit your careful attention. Garments of the finest, unusual in quality, in originality and in smartness, in the Ready-to-Wear Department at

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Children's Sanford - made Coats, beautiful cloth, in greys, browns, khaki, navy and nice mixed tweeds, ranging in price from \$3.75 to \$12.75.

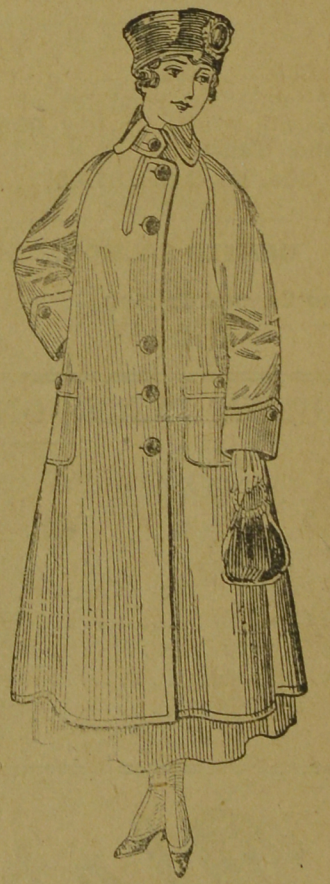
NEW GOODS ARRIVING
DAILY.

Coatings, Dress Goods, Silks, Corded Velvets, Viyella Cloth, Flannelettes, Blankets, Comforters, Children's Wool Gloves and Mitts, Tams, Toques and Wool Scarfs. Boys' Sweater Suits and Knitted Overalls.

New Corsets, Underwear and Hosiery.

Mail orders given prompt attention. Money refunded if goods are not satisfactory.

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many uses for
Old Dutch
that it's a household necessity

