

Mother's Girl.

There exists often a very beautiful companionship between the mother and her daughter. The intimacy is frank, free and sympathetic. But some day the mother feels as if something had chilled this intimacy. The child is silent and sad, and seems to shun her mother instead of seeking her.

This change very often occurs when the young girl is crossing the border line of womanhood. She is morbid, nervous, fearful, as she enters upon this new experience.

The use of Dr. Pierce's Favorite Prescription at such a time will do more than restore the normal balance of mind and body. It will establish the womanly function upon a basis of sound health, as well as improve the appetite, nourish the nerves, and promote the general physical health.

"Two years ago my daughter's health began to fail," writes Mrs. Dan Hall, of Broadhead, Green Co., Wis. "Everything that could be thought of was done to help her but it was of no use. When she began to complain she was quite stout, weighed 170—the picture of good health, until about the age of fourteen; then in six months she was so run down her weight was but 120. I felt I could not give her up as she was the only child I had, and I must say, Doctor, that only for your 'Favorite Prescription' my daughter would have been in her grave today. When she had taken one-half bottle the natural function was established and we bought another one, making only two bottles in all, and she completely recovered. Since then she is as well as can be."

The Common Sense Medical Adviser, 1008 pages, in paper covers, is sent free on receipt of 31 one-cent stamps to pay expense of customs and mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

AT HOLYROOD AGAIN

VISIT OF KING AND QUEEN WILL REVIVE ITS PAST GLORIES.

Rooms Peopled With Ghosts of Princes and Nobles to Be Once More the Scenes of Gaiety and Festivity—Comparable Only With the Return of One of the Bourbon Dynasty to Versailles.

A Royal Court at Holyrood! After all these years the ancient palace is again to be gay with all the pomp and splendid circumstance of courtly function. Its antique towers, broad quadrangles and mighty walls will once more echo with bright laughter and the sounds of dancing feet. Its rooms, now peopled with the ghosts of princes and nobles who have held high revelry there, engaged in dark conspiracy, or taken part in still darker tragedy, will again be thronged with living men and maidens, the wit, wisdom and beauty of Scotland. Edinburgh will enjoy a brief glimpse of its former splendor. The historic Canongate, once Edinburgh's noblest thoroughfare, now a squalid thief resort, will again clatter with the carriages of the great, while in the early morning, when the sun, rising from the mouth of the Forth, lights up its dark corners, ladies and gentlemen in dark dresses and brilliant uniforms will tread its silent flagstones, returning from a royal masque or ball.

The visit of the King and Queen to Holyrood can only be compared with the return of one of the Bourbon dynasty to Versailles. It is a powerful appeal to the historical sense of the Scottish people. Holyrood is to Scotland what the magnificent palaces of Versailles are to the people of France. The whole history of the country and of the race centres around it. There is no royal palace in England that occupies exactly the same place in the hearts of the English people, and the grey old pile, nestling at the foot of Arthur's Seat, carries much the same significance to the Scot as the Temple of Jerusalem bore to the ancient Jews. Indeed, at one time Holyrood was a place of sanctuary, to which anyone in peril could flee and be safe. Later it became a place of refuge for debtors, a use to which the trusty Scot, in whom sentiment and business are so evenly balanced, did not hesitate to put it when the occasion demanded. The King, who passed a few months at the High School, which indeed overlooks Holyrood Palace, will be but re-visiting one of the haunts of his boyhood. At that time Holyrood enjoyed a brief renaissance, as the Prince Consort spent some time there superintending the education of his son, which was in the hands of the late Sir Lyon Playfair.

The two great periods in the history of Holyrood belong to the beautiful Queen Mary and that hero of romance, the Young Chevalier. Mary brought with her all the wit and elegance and extravagance of the French court. She surrounded herself with wits, musicians, and all the useless idlers that ornament a court. She had no adviser to tell her that such appurtenances were out of keeping with a poverty stricken country like Scotland, where the nobles and the clergy were as stern as the basaltic rocks that frowned upon her giddy pleasures. It was only the solitary but powerful voice of John Knox, whose house still stands only a few yards from the palace, that was raised against her practices, and poor Mary shed many a bitter tear under the violent castigations of the rigid old Calvinist.

The young Chevalier was equally unfortunate. For six weeks Holyrood blazed with rank and fashion. Night after night it was crowded with gay revellers, and the Prince, by his charming manners and fine person, and the romance of his position and possible fate, captured the hearts of the Edinburgh belles, then, as now, renowned for their beauty, and made the heart of many a rich bairn sink within him at the thought of his wife's frivolity. Holyrood had its next access of gaiety when the Duke of Cumberland returned from Culloden. He slept in the bed that had been occupied by the Prince, who, now a fugitive, was skulking in the fastnesses of the remote Highlands.

The last State visit of a British sovereign to Holyrood was that of George the Fourth. Edinburgh has probably never witnessed anything so gorgeous as the ceremonials that marked the visit of that monarch. Many of the Scottish nobles wore the splendid garments donned by them for the coronation. A grand levee was held in the palace, and King George filled his Scottish subjects with exultation by suddenly appearing in the Highland costume, in which he cut "a brave figure," to quote contemporary testimony.

A great ball was given, at which, according to a historian of the scene, "the fair daughters of Scotia appeared in a constellation of unwonted numbers and brilliance, their feet already beating and bounding for the dance, and their eyes ever and anon turned round in a wistful expectation for the King." One of the funniest incidents in connection with this visit, knowing the Royal George as we do now, was that the Edinburgh clergy expressed from their pulpits their high satisfaction at the reform which the King's presence had brought about in the general morals. The reason given was equally quaint. It was that the talk of the ladies had been diverted from scandalous subjects, which would seem to have been their staple conversation, to the more solemn delights of dresses, hats, and feathers for the various royal functions. Some eight years after the palace was lent to the exiled King Charles X. Queen Victoria's first visit was in 1842, when, as a young bride, she made a progress through Scotland. It is easy to imagine the interest that the historic old pile had for a young and romantic Princess who throughout all her long life, cherished a deep veneration and affection for the memory of her unhappy and unfortunate predecessor, Queen Mary.

Lemons at Funerals.

In 1878 I was called upon to officiate for a neighbor at a funeral in a Lancashire town. The relatives, working people, but not poor, desired me to attend at the house before the procession left it. I found the company drinking lemon juice, mixed with warm water, sweetened and spiced. The vessel was a large two handled pot mug, and the rind of the lemon was wreathed from handle to handle. I found it would have been a great offence to refuse to drink of it.—Notes and Queries.

A Hint For the Flatterer.

"She rejected him, then?"

"Yes."

"He used to praise her beauty in glowing terms. I should think that would have made her fall in love with him."

"It made her fall in love with herself, and she hasn't had room for a thought about anybody else."

His Last Hope Realized.

(From the Sentinel, Gebo, Mont.)

IN THE first opening of Oklahoma to settlers in 1839, the editor of this paper was among the many seekers after fortune who made the big race one fine day in April. During his travelling about and afterwards his camping upon his claim, he encountered much bad water, which, together with the severe heat, gave him a very severe diarrhea, which it seemed almost impossible to check, and along in June the case became so bad he expected to die. One day one of his neighbors brought him one small bottle of Chamberlain's Colic, Cholera and Diarrhea Remedy as a last hope. A big dose was given him while he was rolling about on the ground in great agony, and in a few minutes the dose was repeated. The good effect of the medicine was soon noticed and within an hour the patient was taking his first sound sleep for a fortnight. That one little bottle worked a complete cure and he cannot help but feel grateful. The reason for bowel disorders being at hand suggests this item. For sale by all druggists.

INTERCOLONIAL RAILWAY

Tender for Building for Baggage and Express Rooms at Levis, P. Q.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Building at Levis," will be received until WEDNESDAY, the 22nd of July, 1903, for the above mentioned work.

Plans and specifications may be seen at the Office of the Assistant Engineer at Levis, and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained. All the conditions of the Specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office, Moncton, N. B.,
2nd July, 1903,
July 4—d131

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Chas. H. Fletcher

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NOTICE.

PUBLIC NOTICE is hereby given that application will be made by the applicants hereinafter named to the Honourable Lieutenant-Governor-in-Council for a grant of Letters Patent under the Great Seal of the Province of New Brunswick, according to the provisions of the New Brunswick Joint Stock Companies' Act, 1890, and Acts in amendment thereof, incorporating the applicants and such other persons as may hereafter become shareholders in the proposed Company, a body corporate and politic under the name and for the purposes hereinafter mentioned: The name of the Company is to be THE CENTRAL TELEPHONE COMPANY, LIMITED.

2. The objects for which incorporation is sought are: To establish, maintain, operate, conduct and carry on a general telephone business in all its branches, including the building of offices, the setting up, erecting and constructing of poles and posts, stringing or putting up of wires, making of connections, laying and selling of telephone instruments, and all other necessary fittings, appliances and apparatus ordinarily used specified and employed in carrying on a telephone business, and generally to do all and everything necessary to complete, support, use, work and maintain a system of telephonic communication, extending from the City of Saint John, viz. Rothesay, Perry Point, Kingston, Bellefleur, White's Cove to Fredericton, and also between such other points in the Counties of Kings, Queens, Sunbury as the said Company may hereafter deem necessary and expedient or in its interest to so connect by telephone, also to make connection with any other Telephone Company or to lease the system of or amalgamate with any other Telephone Company; to purchase, lease or otherwise acquire, own and hold such lands, licenses, privileges, buildings, plant and other real and personal property as may be required for the above purposes; to erect and maintain the necessary posts, poles, wires and and other works along the public streets and highways between the above named places or in the territory above specified for that purpose to have full power and authority for the said Company, its successors or assigns, its or their agents, servants and workmen to enter upon the sides or sides of all or any of the public roads, bridges, streets or highways along which the said Company may deem it advisable to extend the said line or lines of telephone, and upon the same to set up, erect and construct such and so many posts, poles or other works as the Company in its discretion may deem necessary for making, completing, supporting, repairing, working and maintaining a system of communication by telephone between the said places or within the said territory; to stretch wires thereon and from time to time as often as may be necessary to break open any part or parts of the said roads, streets or highways, not however, to interfere with that part of the same appropriated for the use of carriages, sleighs, sleds, wagons or other vehicles or horses, and to keep the same open during the time necessary for the setting up, erecting, constructing, maintaining and repairing or replacing all such posts, poles or other works used in connection with the works of the said proposed Company. Provided however, that the said Company shall place such roads, streets and highways in as good condition as the same were before they opened up the same, and shall make such repairs without any unnecessary delay, and on failure of the said Company to do so, the Supervisor or Commissioner of Roads may require the same at the expense of the said Company. And provided also that nothing in the said Letters Patent shall be construed to authorize the said Company to interfere with or impair the system of any existing Telephone Company; and provided also, that the Company shall not be authorized to place any post, pole, or other erection opposite the window or entrance to any dwelling-house or other building.

3. The office or principal place of business is to be at Belleisle Creek in the County of Kings.

4. The amount of the capital stock of the Company is to be ten thousand dollars, divided into one thousand shares of ten dollars each.

5. The names in full, address and calling of each of the applicants are as follows: George G. Scovill, Belleisle Creek, K. Co., Merchant; Edwin G. Evans, Hampton, K. Co., Civil Engineer; J. Michéau Scovill, of the City of St. John, Merchant; Lauchlan P. Farris, of White's Cove, Q. Co., Farmer; William Pugsley, of the Parish of Rothesay, K. Co., Purveyor-at-Law; James Donville, of the Parish of Rothesay, K. Co., Carpenter.

6. The applicants shall be the first or provisional directors of the Company. Dated this sixth day of July, A. D. 1903.

ARTHUR I. TRUEMAN,
Solicitor for Applicants.

July 9—d121

INTERCOLONIAL RAILWAY

On and after Sunday, June 14th, 1903, trains will run daily (Sundays excepted) as follows:

TRAINS WILL LEAVE ST. JOHN

No. 6 Mixed for Moncton.....	6.25
No. 2 Express for Halifax and Campbellton.....	7.50
No. 136 Suburban for Hampton.....	13.15
No. 138 Suburban for Hampton.....	18.15
No. 150 Suburban for Hampton.....	22.40
No. 4 Express for Moncton and Point du Chene.....	11.00
No. 26 Express for Point du Chene, Halifax and Pictou.....	11.45
No. 8 Express for Sussex.....	17.10
No. 134 Express for Quebec and Montreal.....	19.00
No. 10 Express for Halifax and Sydney.....	23.25

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney.....	6.25
No. 7 Express from Sussex.....	9.00
No. 133 Express from Montreal and Quebec.....	12.55
Nos. 135, 137, 155 Suburbans from Hampton.....	7.45, 15.30, 22.00
No. 5 Mixed from Moncton.....	15.10
No. 3 Express from Moncton and Point du Chene.....	17.30
No. 25 Express from Halifax and Pictou.....	17.45
No. 1 Express from Halifax.....	19.15
No. 81 Express from Moncton, (Sunday only).....	1.35

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight.

Moncton, June 11, 1903.

PRINCE EDWARD ISLAND RAILWAY.

TENDERS FOR BUILDINGS.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tenders for Buildings, P. E. Island" will be received until SATURDAY, the 1st day of August, 1903, for the Wooden Buildings required on the Murray Harbour Branch: NINE STATIONS, TWO WATER TANKS, ONE ENGINE-HOUSE.

Plans and specifications may be seen at the office of the Engineer-in-charge, Charlottetown, P. E. I.; the Assistant Engineer's office, Murray Harbour, P. E. I.; and at the Chief Engineer's office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B., 6th July, 1903.
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