

reverence. The hardest thing I have found in Sunday school teaching is to make biblical history seem real to young people. Old people, whatever their attitude towards the mysteries of God's dealing with his people, have difficulty in investing the events narrated from Genesis to Revelation with anything like the naturalness of the picture painted in profane history. They seem—the majority of people—to see the life, say, of Joshua's day with nothing of the distinctness of that of Sparta and Athens, and by just that difference the lesson of Joshua's life loses in moving force. Welcome, then, any writing calculated to assist our defective vision, to bring out more clearly the background in that wonderful picture of the days when the Son of Man was among men in the flesh. This the "Son of Isaac" does to perfection, and with that perfect taste added to religious veneration which keeps the values in the picture intact, and in harmony. As a story pure and simple it is a model; there is a beginning out of which the story develops naturally to a legitimate ending. The style is good, the diction pure. Highly dramatic at times, the story is never theatrical; it conveys an unmistakable message quite without that common fault of serious writing—dogmatism. Read this story. Cyril, of "a brave yet uncertain, a desiring yet wavering soul," it is one of the books that is worth while even in this age of books.

Boston

Yours devotedly.

DINAH STURGIS

INDUSTRIAL NOTES.

Although railway building is not being very actively prosecuted this year, the rail makers are all kept pretty busy, and this has caused a great deal of inquiry as to where the heavy tonnage is going. Much of the increase is no doubt caused by the increased weight of rails now used as compared with former years, it being an almost invariable rule with all rail roads making renewals or extensions to order heavier rails than previously used by them, the increased loads hauled, larger traffic, increasing weight of engines, and capacity of freight cars, all demanding a heavier rail and a better roadbed. Not long since a rail weighing 56 lbs. to the yard was the standard, but roads formerly using rails of that weight are now taking 60 and 65 lb. rails, while those using the 65 lb. rails are renewing with 70 and 80, and even 90 lb. rails. It takes 88 tons of 56 lb. rails to lay a mile of single track, and though the 65 lb. rail is but 9 lbs. heavier per yard, it brings the weight up to a little over 100 tons to the mile, and it is easy to see how from this cause alone the output is being increased. Modern mills handle 70 pound rails as easily as 56 pound rails, making a decided difference in output for a run of 24 hours, or in any other period which may be selected for comparison.

NEW VESSELS.—Mr. T. A. Mosher, of Avondale, who launched the new barquentine *St. Croix* recently, has just laid a 190 foot keel for a new ship. He has on the stocks a ship which will measure over 2200 tons, and another barquentine of 600 tons.—*Windsor Tribune*.

Mr. Ketchum, of the Chignecto Ship Railway, has arranged for the building of six one thousand ton steamers to carry produce from the gulf into the Bay of Fundy over his railway. Contracts are to be made at once with Kingston locomotive works for an engine to draw the ships.

The St. Andrews Bay Canning Company are negotiating for the purchase or lease of the property formerly used by W. D. Haritt & Co. as a sardine factory. The canning company propose starting up their sardine business at once, providing they can secure a suitable lease. The fire last month, which destroyed their stock and plant, has been a bad setback to the company, but they feel they can do a profitable business this season.—*St. Croix Courier*.

Tariff or no tariff, and in spite of the efforts of Governments to prevent continental free trade, there must come a day when the American cities must take their timber from Canadian sources. From an American journal is taken the following statement of the depletion of the forests of the Northern States:—"The census of 1880 gave the yearly cut of white pine at 10,000,000,000 feet. It was then said that, at that rate, our entire supply of white pine would be exhausted in ten years. The census of 1880 estimated the total measurement of white pine standing in the States of Michigan, Wisconsin and Minnesota as amounting to \$1,170,000,000 feet. The amount taken and marketed during the last decade has been 74,463,000,000 feet, leaving something less than 10,000,000,000 feet of white pine standing in those States to-day. What is true in the North West is true in all the pine-producing sections of the country."—*London Advertiser*.

The Eagle Sulky Harrow Company is being organized at Brantford, Ont., with a capital stock of \$100,000, for the purpose of manufacturing agricultural implements.

L. C. Archibald has contracted for the sale of all cheese made at his factories to C. H. Harvey, Halifax, on advantageous terms. Over five tons of milk is received daily at the town factory, the entire capacity of which with present arrangements is for six and a half tons of milk. During the present week the price of butter has fallen to fourteen cents. The decline in the price of butter will lead many farmers to send the milk to the factories instead of making butter.—*Antigonish Echo*.

Messrs. Bell & Co., proprietors of the Tilsonburg Tannery, Tilsonburg, Ont., are making extensive additions to their works, included in which is a two-story building 40x30 feet.—*Canadian Manufacturer*.

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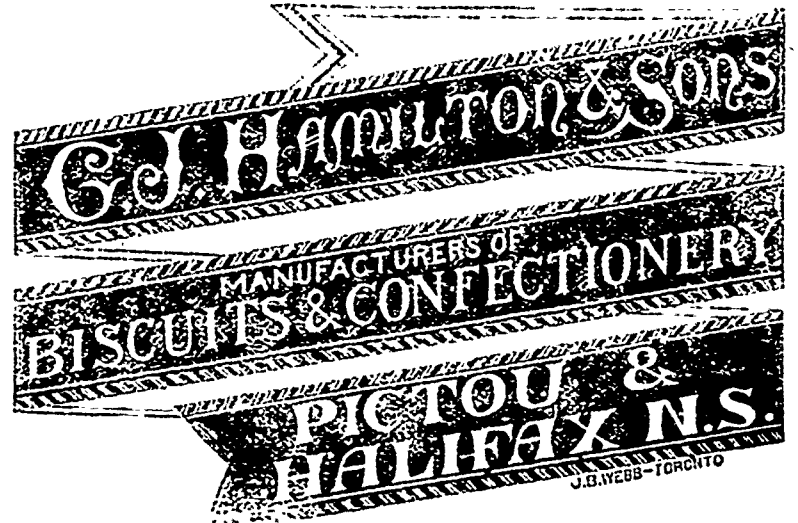
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32 V. L., Chap. 36 for the Benefit of
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CLASS D.

The 57th Monthly Drawing will take place
On WEDNESDAY, Aug. 20th, 1890.
At 2 o'clock, p.m.

PRIZES VALUE \$50,000.

Capital Prize 1 Real Estate worth \$5,000.00

LIST OF PRIZES.

1 Real Estate worth.....	\$5,000	5,000
1 Real Estate worth.....	2,000	2,000
1 Real Estate worth.....	1,000	1,000
4 Real Estates worth.....	500	2,000
10 Real Estates worth.....	300	3,000
30 Furniture Sets worth.....	200	6,000
60 Furniture Sets worth.....	100	6,000
200 Gold Watches worth.....	50	10,000
1000 Silver Watches worth.....	10	10,000
1000 Toilet Sets.....	5	5,000

2307 Prizes worth\$50,000.00

TICKETS \$1.00.

It is offered to redeem all prizes in cash, less a commission of 10 per cent.
Winners' names not published unless specially authorized.

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St. Andrews, N. B., 4th Oct., 1890.
Messrs. Brown, Brown & Co.
Being very much reduced by sickness and almost given up for a dead man, I commenced taking your PUTTNER'S EMULSION. After taking it a very short time my health began to improve, and the longer I used it the better my health became. After being laid aside for nearly a year, I last summer performed the hardest summer's work I ever did, having often to go with only one meal a day. I attribute the saving of my life to PUTTNER'S EMULSION.
EMERY E. MURPHY,
Livery Stable Keeper