

SUNDAY SCHOOL COLUMN.

THE HOME DEPARTMENT OF THE SUNDAY SCHOOL.

The church is under a moral and sacred obligation to preach and teach the gospel to every creature, for the Great Teacher gave a command as well as a commission when he said: "Go ye into all the world and preach the gospel to every creature, teaching them to observe all things whatsoever I have commanded you." To this end the home department plan has been formed, and is a simple and effective way to secure a systematic study of the Bible as outlined in the Sunday school lessons, by those who for some reason do not attend the session of the Sunday school. The home department is a powerful and practical plan of reaching the unchurched masses with the gospel of Jesus.

This is an organized plan to reach the thousands of men, women and children to be found upon farms and in out-of-the-way places, and to bring them into contact with the Sunday school and has the following aims:

1. Promotion of Bible study.
2. Promotion of Christian usefulness.
3. Increased attendance on the main church service.
4. To establish a family altar in every home.
5. Increased attendance upon the church service.
6. To increase the church membership.
7. To aid the pastor in his house to house visitation.
8. To secure the salvation of souls.
9. The increase of contributions to the benevolent causes of the church.

A home department as formed by the appointment of a superintendent, and visitors who make canvass and secure members to join, by simply having them sign a card, promising to study the Sunday school lesson for half an hour each week, each visitor having a class from fifteen to twenty members, but this depends entirely on the condition of the field and the capacity of the visitor; the visitor pays a visit at least once a quarter to the home of each member, receiving their quarterly record of lessons studied, and their contributions, which are kept on and in report envelopes, which are left with the members along with the Lesson Help for the ensuing quarter.

The home department is not a separate organization, but is a part of the Sunday school, same as the primary department, etc., and all the members should be entitled to Dr. Pierce's Common Sense Medical Adviser. Address, Dr. R. C. Pierce, Buffalo, N. Y.

HARD TIMES IN GASPÉ.
(Special to the Star.)
QUEBEC, Nov. 26.—A special correspondent at Point St. Peter, Gaspé, writes that extremely rough weather has prevailed of late, doing great damage to boats and shipping stages. There was good sleighing one day last week, but the heavy snow storm, and the next day eighteen inches of liquid mud. Nothing at all is doing in that part of the country, and there is no talk of the railway there. The writer characterizes as most absurd the reports placed in circulation respecting the Gaspé oil wells, and says that a recent story printed in a Montreal paper was "simply a take off on poor Gaspé." A clergyman from the same country writes: "God help us! We are long suffering, though I am afraid extreme suffering this winter will make short work of some here who are absolutely hungry now." When the letter was written, no mails had reached the place for four days.

WEDDED AT HEBRON.
(Yarmouth News, Nov. 26.)
A very pretty wedding took place on last Monday evening at the residence of Joseph L. Harris, Hebron, when his daughter, Miss Cassie Harris, was united in hymen's bonds to George M. Troop of St. John, representing Troop & Co. The bride was attended by Miss Helen Harris, Dadds, while Fred Silver was best man. Rev. Mr. Tingley performed the ceremony. The happy couple left by a s. s. Prince Edward tonight on a honeymoon trip to Boston, and on their return will reside at Westfield, N. B.

Severe Bronchitis Yields Promptly to Dr. Chase's Syrup of Linseed and Turpentine.
I used your Dr. Chase's Syrup of Linseed and Turpentine for a severe attack of Bronchitis. I got better from the time of taking the first dose. Having a family of young children, my doctor's bills have usually come to a considerable sum. I believe a bottle of Dr. Chase's Syrup occasionally will aid me in reducing them very materially.

W. R. ALGER,
Insurance Agent,
Halifax, N. S.

ROYAL SOCIETY DINNER.
LONDON, Nov. 30.—The anniversary dinner of the Royal Society was given this evening, Baron Lester presiding. The company included U. S. Ambassador Hay and several members of the diplomatic corps. Lord Kelvin, Sir Wm. McCormick, president of the Royal College of Surgeons; the Right Hon. Charles T. Ritchie, president of the boards of trade; the Right Hon. Sir John Lubbock, M. P. for London University; Laurence Alma-Tadema, the painter; Baron Davey of Fernhurst, the Duke of Devonshire, and most of the leading British scientists.

After Typhoid Fever.
"After I had typhoid fever kidney troubles ensued. I had terrible pains in my back, head and shoulders, and felt tired, drowsy and dragged out and had annoying urinary troubles. I have grown daily better since I commenced using Doan's Kidney Pills. I have no pains of any kind, sleep well, feel rested and the urinary troubles have completely disappeared." J. W. Douglas, Port Hope.

The annual report will be out in a few days. It will be illustrated by several portraits—a new feature. Its pages will be crowded full of high class instruction on Sunday school work, and only costs ten cents per copy. No teacher should be without it. All orders should be sent promptly to Miss Agnes Lucas, Sussex, N. B.

It is well known that Wm. Reynolds

sacrificed much for the cause of Christ in the department of work which he espoused. In consequence of the failure of the insurance company in which he was insured for ten thousand dollars, his widow is left without any means of support. An appeal is made to his friends to raise a fund of \$12,000, the income to go to Mrs. Reynolds during her life and the principal to be returned to the Sunday School Association at her death. It is hoped there will be a liberal and free will response. Contributions can be sent to W. S. Simms, St. John, who will acknowledge the receipt of same and remit to the treasurer of the fund, W. K. Crosby, Wilmington, Delaware.



If a woman walked bare-footed on the sharp edge of a sword, she would not understand the tenth of the agony daily home by thousands of women without complaint. They suffer greater pain than could be indicated by all the professions of the world ever knew. Day and night they suffer from headache, dragging down and burning sensations, pains in the sides and back, hot and cold flashes, nervous and trembling sensations and physical lassitude and mental despondency. The whole body is tortured with pain and the entire nervous system is racked. If they consult the average physician, he will attribute their bad feelings to indigestion, liver, kidney, heart or nervous trouble. If by accident he hits upon the right cause, he will insist upon the disgusting examinations and local treatment so embarrassing to a sensitive, modest woman.

The real trouble is weakness or disease of the delicate and important organs that bear the burdens of maternity. There is no necessity for examinations or local treatment. Dr. Pierce's Favorite Prescription cures all disorders of this nature in the privacy of the home. It acts directly on the sensitive organs concerned, making them strong and well. It allays inflammation, heals ulceration, soothes pain and tones and builds up the nerves. It stops exhausting drains. It banishes the efforts of the expectant months, and makes baby's coming easy and almost painless. It restores vitality and vigor lost through long months or years of pain and suffering. Thousands of women have testified to its marvelous merits. At all medicine stores. Avoid substitutes.

To cover customs and mailing only, send 30-cent stamps for paper-covered copy, or for cloth-bound copy, Dr. Pierce's Common Sense Medical Adviser. Address, Dr. R. C. Pierce, Buffalo, N. Y.

THEIR GROUNDING OF VESSELS.
With reference to the grounding of vessels, which through numerous, are scarcely deserving of all the notoriety which has been bestowed upon them, the writer wishes to state that the vessels mentioned have been grounded by the action of the tide, and not by the action of the wind or waves. The vessels mentioned were grounded by the action of the tide, and not by the action of the wind or waves. The vessels mentioned were grounded by the action of the tide, and not by the action of the wind or waves.

	1897.	1896.
Wheat, bushels	3,871,948	7,027,053
Corn, bushels	3,871,948	7,027,053
Oats, bushels	3,871,948	7,027,053
Barley, bushels	3,871,948	7,027,053
Rye, bushels	3,871,948	7,027,053
Flour, barrels	3,871,948	7,027,053
Apples, bushels	3,871,948	7,027,053
Pork, barrels	3,871,948	7,027,053
Lard, barrels	3,871,948	7,027,053
Eggs, cases	3,871,948	7,027,053
Hams and bacon, boxes	3,871,948	7,027,053
Apples, barrels	3,871,948	7,027,053
Cheese, boxes	3,871,948	7,027,053
Butter, barrels	3,871,948	7,027,053

It will be seen by the above shipments that Messrs. Corbett & Reed, foreign freight agents of the Canadian Pacific and Grand Trunk railways, respectively, have had a busy time and the marine superintendents of the season have been kept very busy. The client manner with which they handled the shipments. Both railway companies state that there is a considerable increase of business for the past year as compared with that of the previous year, and that the Grand Trunk claiming an increase of 19,944 tons from April 22 to November 13.

The C. P. R. also handled a large volume of business, their through shipments from the west for export via the port of Montreal amounting to 70,165 tons. This was divided up as follows: Flour, 35,500 tons; boxed meats, 14,600 do.; cheese, 6,000 do.; eggs, 700 do.; maple boxes, 5,000 do.; apples, 1,119 do.; miscellaneous, 7,249 do.

The whole of the Montreal times carried a larger proportion of grain than usual during the past season. The reason for this is that while Europe and short crops, North America had, and still has, a surplus of grain—wheat, maize, peas, barley, flaxseed, buckwheat, and oats, all of which have been exported in large volume. Of course less has been carried compared with last season, and so also with meat and fruits. Cheese and butter are somewhat in excess, but the volume of butter is very small, notwithstanding governmental patronage.

SEASON'S SUCCESS.

Increased Shipments from Montreal Reported in Many Lines.

Some Details of Interest—Plans for Prospective Increase in Sailing Fleets Reported by Many Firms.

(Montreal Gazette, Nov. 25.)

In reviewing the season of St. Lawrence navigation of 1897, just closed, and with reference to the ocean, or foreign trade, shipping men consider it to have been a fairly prosperous one. In addition to the fact that the port had larger vessels of very much greater capacity there has also been a considerable increase in the number of arrivals.

During the year of 1896 there arrived 709 vessels, while this year there arrived 738, being an increase for 1897 of 29 vessels. The total amount of tonnage for 1896 was 1,216,468 tons; for this year it amounted to 1,442,981 tons; being an increase for 1897 of 226,513 tons.

The tonnage in the last 12 years has more than doubled, being in 1885, 501,679 tons, and this year the records show as stated above, 1,442,981 tons. This great increase is due to the fact that vessels have been getting quicker and quicker, enabling them to make more voyages, the Beaver line steamship, Lake Superior having broken the record this year by making seven round voyages during the season of navigation, arriving here on her first voyage May 5 and on her last voyage November 17.

The shortness of the water in the river has been of serious consequence to the larger class of vessels, forcing several of them to complete their loading at Quebec, which they endeavor to avoid owing to the excessive cost and loss of time. The comparative reports of the depth of the water for the past two years are as follows:

November 20, 1896, Montreal gauge, 28 feet, 10-1/2 inches.
November 20, 1896, Sorel gauge, 29 feet 3 inches.
November 20, 1897, Montreal gauge, 26 feet 10 inches.
November 20, 1897, Sorel gauge, 26 feet 6 inches.

This, in a great measure, may be accounted for by the exceedingly dry weather prevailing for the past three months. August rainfall being 1.95, average, 3.80; September, 1.15; average, 3.80; October, 0.85; average, 3.80; the rainfall for the three months being 3.75, whereas the average rainfall should have been 9.75.

THEIR GROUNDING OF VESSELS.
With reference to the grounding of vessels, which through numerous, are scarcely deserving of all the notoriety which has been bestowed upon them, the writer wishes to state that the vessels mentioned have been grounded by the action of the tide, and not by the action of the wind or waves. The vessels mentioned were grounded by the action of the tide, and not by the action of the wind or waves. The vessels mentioned were grounded by the action of the tide, and not by the action of the wind or waves.

	1897.	1896.
Wheat, bushels	3,871,948	7,027,053
Corn, bushels	3,871,948	7,027,053
Oats, bushels	3,871,948	7,027,053
Barley, bushels	3,871,948	7,027,053
Rye, bushels	3,871,948	7,027,053
Flour, barrels	3,871,948	7,027,053
Apples, bushels	3,871,948	7,027,053
Pork, barrels	3,871,948	7,027,053
Lard, barrels	3,871,948	7,027,053
Eggs, cases	3,871,948	7,027,053
Hams and bacon, boxes	3,871,948	7,027,053
Apples, barrels	3,871,948	7,027,053
Cheese, boxes	3,871,948	7,027,053
Butter, barrels	3,871,948	7,027,053

It will be seen by the above shipments that Messrs. Corbett & Reed, foreign freight agents of the Canadian Pacific and Grand Trunk railways, respectively, have had a busy time and the marine superintendents of the season have been kept very busy. The client manner with which they handled the shipments. Both railway companies state that there is a considerable increase of business for the past year as compared with that of the previous year, and that the Grand Trunk claiming an increase of 19,944 tons from April 22 to November 13.

The C. P. R. also handled a large volume of business, their through shipments from the west for export via the port of Montreal amounting to 70,165 tons. This was divided up as follows: Flour, 35,500 tons; boxed meats, 14,600 do.; cheese, 6,000 do.; eggs, 700 do.; maple boxes, 5,000 do.; apples, 1,119 do.; miscellaneous, 7,249 do.

The whole of the Montreal times carried a larger proportion of grain than usual during the past season. The reason for this is that while Europe and short crops, North America had, and still has, a surplus of grain—wheat, maize, peas, barley, flaxseed, buckwheat, and oats, all of which have been exported in large volume. Of course less has been carried compared with last season, and so also with meat and fruits. Cheese and butter are somewhat in excess, but the volume of butter is very small, notwithstanding governmental patronage.

autumn, is a heavy disability difficult to overcome.

LARGE STEAMERS USED.

One of the reasons for the increase in the shipments is the inauguration of a much larger type of steamer than has ever come to Montreal at any previous time. The steamer Milwaukee, which made her first voyage to Montreal in June last, is about 4,000 tons dead weight, and probably 6,000 to 8,000 tons measurement larger than any other cargo steamer here before, except the Canada, which is more especially adapted for a passenger steamer. The Milwaukee made two voyages and was then withdrawn and sent to New Orleans, where the owners do not doubt obtained better business; but it is understood that she is likely to return next year, and another steamer—the Monarch—will, in all probability, come next year.

The advent of these large steamers shows that the Elder-Dempster line are prepared to encourage trade from the St. Lawrence, as, in addition to the Milwaukee, they have also had two magnificent steamers—the Montclair and Montmorency—of the Elder-Dempster fleet, which, though not quite so large, are equally well adapted for the trade. As there are several steamers of the same type in course of construction, it certainly behooves the harbor commissioners and vessel owners to do all they can to improve the facilities for loading these large vessels at the earliest possible date. An idea of the enormous cargoes these steamers can carry is gathered by the fact that the steamer, which took on four trips, made in four months, the following cargo: 974 head cattle, 352 sheep, 120 horses, 618,561 bushels grain, 61,775 bxs. cheese, 28,477 packages butter, 2,655 standard deais, 1420 tons flour, 145 barrels of apples, 1,146 tons general cargo.

The business of the Allan line is somewhat larger than usual. Last season they had 88 arrivals and departures. This season they had 95, besides which the steamer Rupperts, of the Allan line, arrived at Montreal, the vessels in the St. Lawrence trade was somewhat greater. Their regular weekly London service was maintained with six vessels, viz., Brazilian, Montevideo, Rosario, Grecian, Orizaba, and Orizaba. The first three named having mechanical refrigerators for accommodation for butter and other perishables. Their weekly Glasgow service required five vessels, one of which, the Orizaba, was the shorter voyage, by reason of the shorter voyage, and the other four, the ships Sarmatian, Pomeranian, Buenos Ayres, and Norwegian and Sardinian. One of these vessels has a refrigerator, the steamer Sardinian.

The opinion of the minister of agriculture, Mr. D. B. Sutherland, did not require more than a fortnightly service for perishables, which was given by the Allan and Donaldson lines jointly. Their regular weekly service to Liverpool was maintained throughout the season with five boats, viz., the ships Numidian, Parolan, Carthagenian, State of California and Laurentian, besides which they had, during the past two months, a mid-week service, the regular service being the S. A. Livonian, Parolan, Carthagenian, Buenos Ayres, the last named vessel having been replaced on the Glasgow service by the steamer Sardinian. Other St. Lawrence lines did not require more than a fortnightly service for perishables, which was given by the Allan and Donaldson lines jointly.

In common with other experienced steamship managers, they believe in regular sailings. A weekly service to a west coast port like Vancouver, the regular service, requires five vessels for its regular and four for the Dominion and Beaver line having only four vessels, each had to omit a sailing on every fifth week. A five week's round has the compensation that it gives a regular time at each end of the voyage for discharging and loading. The fast boats of the Cunard and White Star lines make four week rounds, but they carry very little, if any, cargo. It will be the same with the Canadian line, which is carried by the Dominion. By stopping at Quebec and carrying no cargo the service may be performed by the four vessels contracted for, but not otherwise.

The Allan line ships that performed the regular summer service formed the regular winter service. Liverpool are employed on the winter service between Liverpool and Portland, Me. The steamships Parolan and Laurentian are at Portland now and will be followed by the steamships Numidian, Carthagenian and Montevideo. They are also to have a fortnightly service to Glasgow via Portland to London via St. John.

The Dominion line, although not having such a strong fleet running to Liverpool as in former years, has a prosperous season, both in the freight and passenger business. The reason that only four large steamers have been employed on this route is through the inactivity of the government. For some time past the liberal government has been asking for a 20 knot service. The steamers that would perform such a service would be small carriers, and the requirements of the government from a freight and commercial point of view. The subsidy that was offered did not warrant such an expenditure and it was therefore deemed wiser to delay matters, and so see if some improvement could not be arrived at to promote greater speed in the large carriers, thus combining speed with carrying power. Consequently, the Dominion line delayed adding to its fleet for this year, but they are now bunte, via steamers which they consider suitable as large carriers with passenger accommodation for a considerable number of cabin, intermediates and steerage passengers. The speed of these steamers will be considerably better than any of the steamers now on the route, but they will not meet the government's requirements of 20 knots.

FROM DIFFERENT LINES.
Messrs. The Robert Borden company, Ltd., report a better year than the previous year, as they have had 94 steamers, an increase of 28. They have found great difficulty, though, in finding west-bound cargoes, as imports have not improved, and many of their vessels had to wait at their wharves in ballast. They have had a large increase in exports of iron, lumber and other cargo, but their large fleet have been much hampered owing to the lack of sufficient wharf space, they having frequently, when five or six vessels have been in port together, to send some of

them to Windmill Point and Hochelaga, in addition to their regular wharf accommodation. This, at times, has caused much serious delay to their vessels, especially those with green and dried fruits, in the spring and fall of the year. The harbor commissioners should arrange to make provision for these extensive cargoes.

The Donaldson line this year added the fine steamship Kaskatia to their already large fleet. This vessel was fitted with cold storage, under the Canadian government, for the carriage of fruit, butter and other products, which worked most successfully, the first shipment of green fruit in this vessel realizing a handsome figure to the western exporter.

The Thomson line also added two vessels to their Montreal fleet, making 11 vessels, all sailing between this port, London, Leith, Newcastle, Dundee and Aberdeen. This line has always been abreast of the times, and during the previous winter fitted three of their vessels with mechanical cold storage, under contract with the Dominion government, but regret to say that they found the Canadian shipowners have not made the use of these cold storage compartments, which they might have done, as large quantities of the butter is exported as American produce. Our cousins to the south of us seem much more alive to the value of some of the cold storage than Canadians, and are ready to take advantage of it whenever offered.

The Cory line, supplying a long felt want of a direct connection with Cardiff, gave regular sailings during the past summer, the steamship Rupperts being the pioneer vessel, and it is hoped that this line will continue to give an increased and better service during next year, as Cardiff is a large distributing centre in the south of Wales.

The Beaver line also report a very satisfactory season's business. Export freights opened at good paying rates, which have been steadily maintained and increased toward the close of the season, although the closing rates were not quite so high as at the corresponding period of last year, being the large apple export of that year being the main cause for the difference. Imports were somewhat greater in volume and with better trade prospects, and will no doubt continue to increase. A good passenger business is also reported, and the steamers have performed a very regular service with a service mileage of any kind.

Having contracted with the Dominion government for the carriage of the Canadian mails, the Beaver line will, during the winter months perform a regular weekly service between St. John, N. B., and Liverpool, calling at Halifax, N. S., and Moville, Ireland, each way to land and embark passengers and mails. The line has secured the fine and fast steamship Gallic, late of the Cunard line, to run the service, and its desirable addition to the fleet should attract an increased freight and passenger business via the Canadian winter ports. Already a number of passengers have been booked for the Christmas excursion by the Gallic, sailing December 8th from St. John and 9th from Halifax. A considerable quantity of Canadian poultry for the Christmas trade will also be shipped in cold storage by this steamer, and from the large amount of freight already booked by the Canadian Pacific railway for shipment via St. John, the popularity of Canadian winter ports is evident. During the summer months the Beaver line will run the regular weekly mail service between Liverpool and Quebec and Montreal via Moville and Rimouski, and intend augmenting the service by the addition of one or more large and fast steamers of modern type.

The Johnston line brought a successful season's business to a close with the steamship Baltimore sailing on November 19th. During the season the line has carried a very much greater quantity of cargo than last year, or about 60,000 tons more. Live stock carried amounted to 14,000 head of cattle and 10,000 sheep. The vessels which ran in the line consisted of the steamships Oakmore, Rosemont, British Trader, Barnemore, Baltimore, Parkmore. With the exception of the Milwaukee, the Craftsman line is considered both in deadweight and measurement capacity for cargo, the largest vessel that has come to Montreal this season.

IRISH TRADE INCREASING.
The trade between Canada and Belfast and Dublin is increasing through the enterprise of the Head line, of which Messrs. McLean, Kennedy & Co. are the agents. During the season of 1894 there was in all, a total of twelve steamers from Quebec and Montreal to Dublin and Belfast. In 1895 this was increased to sixteen and in 1896 it was increased to 22. Towards the close of 1896 the Head line entered on a new era of their career and began a line from St. John under a contract with the Canadian government. The appreciation of the enterprise is shown by the fact that the Head line will be running a superior and faster class of steamers during the winter months on this route. During the season of 1897 the Head line put on the St. Lawrence route three new steamers—the Torr Head, Glenasmole Head and the Main Head, all of which are first class carriers and well adapted for the St. Lawrence trade. The total number of sailings for 1897 was 20.

Messrs. McLean, Kennedy & Co., being representing the "Holme" line, which plys between Montreal and Hull, handled the bulk of tramp steamers which came to Montreal, the season's work aggregating 82 sailings. Among the other lines which have helped considerably to build up the trade of the port is the Turbot fleet, which have been engaged in the coal trade, and the steamers of the Hamburg-American Packet Co. Although this company has had considerable misfortune during the past season, they have nevertheless carried immense cargoes both to and from Montreal. The Aberdeen Atlantic Shipping Co. has had two large vessels running between Montreal, Aberdeen and Newcastle. Lower Ports boats have also had a busy season, especially the Campa, which besides having large cargoes, also had a successful passenger season. The Lower Ports had an additional steamer this season in La Canadienne. This boat made several

successful trips, but on her last passage from this port she was run into by the U. S. ship Yantic and received considerable damage.

The R. & C. Company also had a very successful season, the passenger traffic being greatly in excess of former years. This company with their usual enterprise recently gave out the contract for the building of two large palace steamers, which will be brought into regulation next season.

The passenger business of the St. Lawrence for the season of 1897 has been very satisfactory. In all respects except as regards the important matter of immigration traffic it has been the best in a number of years. With regard to immigration, the course has been downward since 1893, and 1897 has been the poorest of the past five years. After deducting the number of steerage passengers who have sailed east-bound from the arrival, the balance is an insignificant number when compared with the extent of country to be settled upon. There are signs, however, that Canada is about to have a revival of immigration. Enquiries are pouring in to the steamship companies offices from those whose relatives have been called to the gold fields of British Columbia and the Yukon country. Gold mining will be the leading cause, but all classes of industry, including farming, will be the wake. The number of persons at present going into that country from Canada and the United States will leave thousands of vacant places to be filled by immigrants, especially from Great Britain and Ireland.

The season of 1898 is therefore looked forward to as one of great promise both to the steamship companies and to Canada.

Piles Cured Without the Use of Knife by Dr. Chase.

I was troubled for years with Piles and tried everything I could buy without benefit, until I tried Dr. Chase's Ointment. The result was marvelous. Two boxes completely cured me.

JAS. STEWART, Hardware Merchant, Woodville, Ont.

A SURE SIGN.

"Those people next door," said Mrs. Smithers, "are still in their honeymoon."

"How do you know?" asked her husband.

"Because," she replied, "he gets up first and makes the fire."

J. H. MORRISON, M. D.

FRACTION LIMITED TO

EYE, EAR, NOSE AND THROAT.

161 GERMANTOWN ST. ST. JOHN.

40025-10 to 12, 2 to 5 Daily.

Evenings—Mon. Wed. and Fri. 1.30 to 2.30.

H. H. PICKETT, B. C. L.,

Attorney and Barrister at Law,

Commissioner for Province of Nova Scotia,

BARNHILL'S BUILDING, ST. JOHN, N. B.

MONEY TO LOAN—\$5,000

DR. J. COLLIS BROWNE'S

CHLORODYNE

THE ILLUSTRATED LONDON NEWS, OF

Sept. 2, 1897, says:

"I should prefer to take abroad with me, as

likely to be useful in any emergency, a

small bottle of Dr. J. Collis Browne's

CHLORODYNE. I never travel without it,

and its general use in the treatment of

a large number of simple ailments forms

the basis of my medicine chest."

Dr. J. Collis Browne's Chlorodyne

IS THE GREAT SPECIFIC FOR

DIARRHŒA, DYSENTERY, CHOLERA

CAUTION.—Genuine Chlorodyne.

Every bottle of this well-known remedy

for COUGHS, COLIC, ASTHMA,

BRONCHITIS, DIARRHŒA, etc.,

bears on the Government Stamp the

name of the inventor—

DR. J. COLLIS BROWNE.

Sold by all Chemists at 1s. 1/6d., 2s. 3d.

and 4s. 6d. SOLE MANUFACTURERS

J. T. DAVENPORT

35 Great Russell St., London, W. C.

R. M. HEAD, (M. D., Harvard, 1868.)

100 Front Street, Boston.

Care Guaranteed. Consult free.

Send for Pamphlet.

Accepted by Surgeon-General.

Accepted by Surgeon-General.

Accepted by Surgeon-General.