## 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 what-soever I have commanded you." To this end the home department plan has been formed, and is a simple and fectual 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 un-churched masses with the gospel of

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

Promotion of Bible study.

Promotion of Christian usefulness eased attendance on the main

4. To establish a family altar in every house. church service.

6. To increase the church member 7. To aid the pastor in his house to

house visitation. To secure the salvation of souls.

The increase of contributions to the

benevolent causes of the church. A home department is formed by the appointment of a superintendent, and tors 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 con-dition of the field and the capacity of the visitor; the visitor pays a visit at 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 prim-

day school, same as the primary department, etc., and all the mem-bers should be entitled to the use of the library, and to participation in all the Sunday school socials, picnics, en-tertainments, lectures, etc. The vis-tors should be ranked along with the

ttors should be ranked along with the teachers of the other departments.

Any church that wishes to increase its hold, that desires to reach out and have a strong drawing power, will organize a home department and push it; and whenever a home department has been successfully pushed, the result has been the development in the church of a corps of earnest and enthusiastic workers. For this reason, if for no other, the church should see to it, that its Sunday school has a home department.

home department greatly adds to the membership of the Sunday school, increasing the love for Bible study, that it is a church extension as well as a Sunday school department, that as a Sunday school department, that it assists the pastor, and that it develops Christian workers in the church, then it follows that every church and Sunday school should be interested in seeing to the organization of a home department and to the vigorous prosecution of this work.

The New Brunswick Sunday School Association, along with its other departments, has a home class other departments, has a home class department, which publishes its own supplies. The superintendent, Robert Reid, care Reid Bros., 56 King street, St. John, N. B., will be pleased to send samples on receipt of a three cent stamp, and will be glad to correspond with superintendents and pastors who desire further information in organiz-

ing a home department in connection with their Sunday school. New home departments have been formed since the convention in October as follows: At Campbellton, 2; Sussex, 2; St. John, 1; New Jerusalem, 1; Millville, 1; and the superintendent, Mr. Reid, is in communication with a number of others who in-

Week before last was spent by the field secretary in Restigouche county. A parish convention was held in each parish. By arrangement of the county executive, normal class and home department work were specially advocated. The pastors, seeing the great advantage of these features to their advandage of these features to their people, are heartily endorsing, and some of them directing. They see the home missionary character of the association work and use it well. There are excellent prospects for these two departments in that county.

During this week Kings county has held parish conventions as follows:

At Butternut Ridge, Waterford Village and Nauvigewauk hall.

lage and Nauwigewauk hall.

The Kings county superintendents of normal and home departments are pushing the work admirably and with much success. The executive is also working up its Sunday school insti-tute to be held in Sussex on Dec. 30 or 31. The programme committee report most favorably of the glad response which they meet in securing leaders of the several subjects. It is called for December because many day school teachers would be engaged in their profession in the first week of January. Full announcements are not got out, but it will be a one-day institute, open to all Sunday soho workers of the county, and the hom of Sussex will gladly entertain those who come. This is the first county to adopt the institute idea. It is hoped others will quickly follow.

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 J. W. Douglas, Port Hope.

acrificed much for the cause of Christ in the department of work which he espoused. In consequence of the fall-ure of the insurance company in which he was insured for ten thou-sand dollars, his widow is left without any means of support. An appeal is made to his friends to raise a fund \$12,000, the income to go to Mrs. Reynolds during her life and the principal to be returned to the Sunday ool Association at her death. It is loped there will be a liberal and free will response. Contributions can be sent to 1. 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 not undergo one-tenth of the agony daily borne by thou-sands of women misery and pain than could be in-flicted by all the pro-fessional torturers that the world ever ht they suffer m headaches, agging down and

bling sen-sations and physical lassitude and mental despondency. The whole hody is tortured with pain and the entire nervous system is racked. If they consult the average ob-scure physician, he will attribute their bad feelings to stomach, liver, kidney, heart or nervous trouble. If, by accident, he hits upon the right cause, he will insist upon the disgusting examinations and local treat-ment so embarrassing to a sensitive, mod-est woman.

ment 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 and man and them strong and well. It allays inflamma-tion, heals ulceration, soothes pain and tones and builds up the nerves. It stops exhausting drains. It banishes the discom-forts of the expectant months, and makes haby's coming easy and almost painless. It restores the beauty and vivacity lost through long months or years of pain and suffering. Thousands of women have tes-tified to its marvelous merits. At all med-icine stores. Avoid substitutes.

To cover customs and mailing only send

To cover customs and mailing only, send 31 one-cent stamps for paper-covered copy, or 50 for cloth-bound copy, of Dr. Pierce's Common Sense Medical Adviser. Address, Dr. R. V. Pierce, Buffalo, N. Y.

HARD TIMES IN GASPE. (Special to the Star.)

QUEBEC, Nov. 26.—A special can espondent at Point St. Peter, Gaspe, nites that extremely rough weather has prevailed of late, doing great lamage to boats and shipping stages damage to boats and shipping stages. There was good sleighing one day last week after a 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 racterizes as most absurd the reports placed in circulation respecting the Gaspe off wells, and says that a recent story printed in a Montreal paper was "simply a take off on poor Gaspe." A clergyman from the same county writes: "God help us! We are long suffering, though I am afraid extreme suffering this winter will are absolutely hungry now." 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 Wednesday 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 her cousin, Miss Helen Dodds, while Fred Silver was best taan. Rev. Mr. Tingley performed the ceremony. The happy couple left by s. s. Prince Edward tonight on a honeymoon trip to Boston, and on their return will reside at Westfield,

# Severe Bronchitis Yields Promptly to Dr. Chase's Syrup of Linseed and Turpentine.

I used your Dr. Chase's Syrup of Lineed 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 annually come to a considerable sum. I believe a bottle of Dr. Chase's Syrup occasionally will aid me n reducing them very materially. W. R. ALGER.

Insurance Agent. Halifax, N. S.

## ROYAL SOCIETY DINNER.

LONDON, Nov. 30.-The anniver sary dinner of the Royal Society was given this evening, Baron Lister pre-siding. The company included U. S. Ambassador Hay and several mem-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 trades; the Right Hon. Sir John Lubbock, M. P. for London University. sity; Laurence Alma-Tadema, to painter; Baron Davey of Fernhurs tine Duke of Devonshire, and most of the leading British scientists.

Ambassador Hay presented the Ambassador Hay presented the principal toast. The Royal Society, in a scholarly address.

After Typhoid Fever. "After I had typhoid fever kidney oubles ensued. I had terrible pains my back, head and shoulders, and felt tired, drowsy and dragged out and had annoying trinary 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."

### SEASON'S SUCCESS.

Increased Shipments from Montrea Reported in Many Lines.

Some Details of Interest-Plans for Prospec tive Increase in Sailing Fleets Reported by Many Firms.

(Montreal Gazette, Nov. 29.) 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 tonnage there has also been a considerable increase in the number of arrivals.

During the year of 1896 there arriv ed 709 vessels, while this year there arrived 798, being an increase for 1897 of 89 vessels. The total amount of tonnage for 1896 was 1,216,468 tons; this year it amounted to 1,442,931 tons; being an increase for 1897 of

226,463 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, 1,442,931 tons. This great increase is due to the fact that vessels have been getting quicker despatch, enabling them to make ship 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 shallowness 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 en-deavor 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:

28 feet, 101-2 incres. November 20, 1896, Sorel gauge, 29 feet 8 inches. November 20, 1897, Montreal gauge, 6 feet 10 inches. November 20, 1897, Sorel gauge, 26 feet 6 inches.

November 20, 1896, Montreal gauge,

Ihlis, 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, 3.60; September, 1.15; average, age, 3.05; October, 0.65; average, 3.08; the rainfall in the three months being 3.75, whereas the average rainfall hould have been 9.73.

THE GROUNDING OF VESSELS. With reference to the grounding of With reference to the grounding of vessels, which though numerous, are scarcely deserving of all the notorlety which has been bestowed upon them, as the majority of them might have been avoided. The vessels that have grounded below Lake St. Peter, by judicious attention to the condition of the tide would have passed out clear. Ofthers have been caused by errors of judgment, as they have been light draught vessels. With the ex-ception of the steamship Arabia, the and damage have been light, the most serious loss sustained on the St. Lawrence route being below Quebec, viz., the steamship Arcadia, the steamship Baltimore City, and more recently the steamship Turret Cape.
That the season has been a busy one will be seen by the following tabulated statement. Large gains will be noticed in the exports from Montreal, more particularly in the shinwheat, corn, oats, rye, etc., while the decreases compared with last year are mainly seen in meats

and fruit:		
	1897.	1896.
Wheat, bushels	9,874,348	7.027.0
Ccrn, bushels	9.384.422	6,778,89
Peas, bushels	1.771.780	1,865,53
Oats, bushels	5.018.155	2,631,78
Barley, bushels	178.045	247.14
Rye, bushels	792,987	351.62
Flour, barrels	585,813	772.12
Meal, barrels	36,630	40.01
Pork, barrels	1,250	58
Lard, barrels	27,656	85.02
Meats, packages	98,798	228.75
Eggs, cases	157,360	141.8
Hams and bacon, boxes	6,697	8.12
Apples, barrels	168,448	725,01
Oheese, boxes	2,102,935	1.726.22
Butter	220,252	
It will be seen by	une abo	ve ship

ments 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 several lines speak highly of the efficient 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, the Grand Trunk claiming an increase of 19,944 tons from April 22 to November 14.

The C. P. R. also handled a large volume of business, their through shipments from the west for exporting the poet of Montreel amounties to via the port of Montreal amounting to 70,165 tons. This was divided up as follows: Flour, 35,500 tons; boxed ments, 14,600 do.; cheese, 6,000 do.; eggs, 700 do.; maple blocks, 5,000 do.; apples, 1,119 do.; miscellaneous, 7,246

The whole of the Montreal lines carried a larger proportion of grain than usual during the past season. The reason for this is that while Europe nad short crops, North America had. and still has, a surplus of grainwhent, maize, peas, barley, linseed, buckwheat, and oats, all of which have been exported in large volume. Of flour less has been carried compared with last season and so also of meats and fruits. Cheese and but-ter are somewhat in excess, but the volume of butter is very small, not-with standing governmental patron-

While Montreal's export of grain is in the aggregate large—perhaps 27,-000,000 bushels—it is doubtful whether she has done more than hold her own in competition with the Atlantic ports. The higher rates of freight at New York and ports south of it were sufficient to attract ships away from the St. Lawrence, and the expenses of the route in the way of canal tolls, port dues and other charges continue to be complained of. The item of marine insurance, too, particularly in

autumn, is a heavy disability diffi-

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 which made her first voyage to Montreal in June last, is about 4,000 tons ead 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 own-ers no doubt obtained better business; but it is understood that she is likely to return next year, and another crobability, come next year.

The advent of these large steamers show 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 Montcalm and Montrose—added to their Bristol fleet, which, though not quite so large, are equally well adapted for the trade As there are several steamers of the ame type in course of construction, it certainly behooves the harbor com-missioners and merchants of Montreal to do all they can to improve the facilities for loading these large vessels ar the earliest possible date. An idea of the enormous cargoes these steamers carried will be gathered by the Mont calm which took on four trips made in four months, the following cargo:-974 head cattle, 352 sheep, 120 horses, 616,961 bushels grain, 67,775 bxs. chees 29,847 packages butter, 2,665 standards deals, 1,430 tons flour, 145 barrels of apples, 1,146 tons general cargo.

The business of the Allan line was scmewhat larger than usual Last season they had 88 arrivals and departures. This season they had 95, be sides which the average tonnes the vessels in the St. Lawrence trade was somewhat greater. Their regular weekly London service was main ed with six vessels, viz., Brazilian Montevidean, Rosarian, Grecian, Ormidale, and Ormiston, the first three named having mechanical refrigerator eccommodation for butter and other perishables. Their weekly Glasless than London, by reason of the shorter voyage. These were the steam-ships Sarmatian, Pomeranian, Buenos Only one of these vessels has a refrigerator, the steamship Sardinian. In the opinion of the minister of agriculture, Glasgow did not require more than a formightly service for perishables, which was given by the Affan and Donaldson lines jointly. Their regular weekly service to Liverpool was maintained throughout the ason with five boats, viz., steamhips Numidian, Paristan, Carthagin-

ian, State of California and Laurentian, besides which they had, during line thus numbered 20 vessels all told. In common with other experienced steamship managers, they believe in regular sailings. A weekly service to west coast port like Avonmouth. Liverpool or Glasgow, requires five vessels for its regular performance. The Dominion and Beaver lines 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 reasonable 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 fast line if established. By stopping at Quebec and carrying no cargo the service may be performed

by the four vessels contracted for, but not otherwise. The same Allan line ships that performed the regular summer service to Liverpool are employed on the winter service between Liverpool and Portland, Me. The steamships Parisian and Laurentian are at Portland now and will be followed by the steamships Numidian, Carthagenian and Mongolian. They are also to have a fortnightly service to Glasgow via Port-

land to London via St. John. The Dominion line, although not having such a strong fleet running to Liverpool as in former years, has had a presperous season, both in the freight and passenger business. The reason that only four large steamers have been 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 so not filling the requirements of the country 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 com-bining speed with carrying power. Consequently, the Donaldson line delayed adding to fts fleet for this year, out they are now building stea which they consider suitable as large carriers with passenger accommodation for a considerable number of cabin intermediats 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 Reford company, Ltd., report a better year than the last, they having had to their consignment 94 steamers, an increase over the previous year of 26. They have found great difficulty, though, in finding west-bound cargoes, as imports have not improved, and many of their vessels had to find their way to the westward in ballast. They have had a large increase in exports of grain, lumber and other cargo, but their large fleet have been much hampered owing to the lack of sufficient wharf accommodation, 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 com-missisoners should arrange to make some provision for these extensive

The Donaldson line this year added the fine steamship Kastalia 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 in all sailing between this port, London, Leith, Newcastle, Dundee and Aberdeen. This line has always been albreast of the times, and during the previous winter fitted three of their vessels with mechanical cold storage, under contract with the domnion government, but regret to say they found the Canadian shippers have not made the use of the cold storage compartments, which they might have done, as large quantittles of the butter e xported was American produce. Our cousins to the south of us seem much more alive to than Canadians, and are ready to take a ivantage of it whenever offered.
The Cory line, supplying a long felt want of a direct connection with Car-diff, gave regular sailings during the past summer, the steamship Ruppera

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

centre in the south of The Beaver line also report a very ctory season's business. Export freights opened at good paying rates, which have been steadily main-tained 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, the arge apple export of that year being ports were somewhat greater in vol-ume and with better trade prospects will no doubt continue to increase. A good passenger business is also re-ported, and the steamers have perormed a very regular service withut a serious mishap of any kind. Having contracted with the domin on 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, Ireliand, each way to land and embark passengers and mails. The line has secured the fine and fast/steamship Gallia, late of the Cunard line ship Gallia, late of the Cumard line, to run in the service, and this desirable addition to the fleet should attract an increased frelight and passenger business via the Camadian winter ports. Already a number of passengers have been booked for the Christmas excursion by the Gallia, salling December 8th from St. John and 4th from Hallifar A considerthe past two months, a mid-week Liverpool service performed by the s. s.

Livonian, Peruvian, Roumanian and Buenos Ayrean, the last named vessel having been replaced on the Glasgow service by the steamship Peruvian, and 9th reform Hallifax. A considerable of the Allen and 9th reform Hallifax. A considerable of the Allen and 9th reform Hallifax. for the Christmas trade will also be shipped in cold storage by this steamer, and from the large amount of dian Pacific railway for shipment via St. John, the popularity of Canadian winter ports is evident. During the mmer 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

> cessful season's business to a close with the steamship Baltimore sailling on November 19th. During the season this 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: Craftsman, Oakmore, Rossmore, British Trader, Barnesmore, Balltimore, Parkmore. With the exception of the Milwaukee, the Crafts man is considered both in deadweight and measurement capacity for cargo, the largest vessel that has come to

Montreal this season.

and fast steamers of modern type.

The Johnston line brought a suc-

TRISH 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 23. 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 contrac 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 son of 1897 the Head line put on the St. Lawrence route three new steam-ers—the Torr Head, Glenarm Head and the Malin Head, all of which are first class carriers and well adapted for the St. Lawrence trade. The total number of sailings for 1897 was 30. Messrs McLean, Kennedy & Co., besides representing the Holme line, which plys between Montreal and Hull, handled the bulk of tramp steamers which came to Montreal, the sea-

son's work aggregating 82 sailings.

Among the other lines which have helped considerably to build up the trade of the port is the Turret fleet, which have been engaged in the coal trade, and the steamers of the Hamburg American Packet Co. Although this company has had considera 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 Cam-pana, 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. warship Yantic and received considerable damage.

The R. & O. 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 requisition newt 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 immigrant traffic it has been the best in a number of years. With regarl 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 arrivals, the balance is an insignificant number when compared with the extent of country tled 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 attenton have been called to the gold fields of British Columbia and the Yukon countries. Gold mining will be the sterling cause, but all classes of in-dustry, including farming, will follow the wake. The number of persons at present going into that country Canada and the United States will leave thousands of vacant places to he fired 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

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 marvellous, Two boxes completely cured me.

Canada.

JAS. STEWART, Harness Maker, Woodville, Ont A SURE SIGN.

"Those people next door," said Mrs. Smithers, "are still in their honey-"How do you know?" asked her hus-

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

J. H. MORRISON, M. D. PRACTICE LIMITED TO

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H. H. PICKETT, B. C L. Attorney and Barrister at Law.

ommissioner for Province of Nova Sc BARNHILL'S BUILDING, St. John, N MONEY TO LOAN -\$ 5,000

DR. J. COLLIS BROWNE'S CHLORODYNE THE LLUSTRATED LONDON NEWS, of Sept. 28, 1895, says:

"If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should eap CHILORODYNE. I never travel without k, and its general applicability to the relief of a large number of simple aliments forms the best recommendation." Dr. J. Collis Browne's Chlorodyne 18 THE GREAT SPECIFIC FOR DIARRHŒA, DYSENTERY, CHOLERA CAUTION. — Genuine Chiorodyne. Every bottle of this well-known remedy for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHOHA, etc.,

pears on the Government Stamp the name of the inventor— DR. J. COLLIS BROWNE.

Sold by all Chemists at 1s. 1\d. 2s. 9d and 4s. 6d. SOLE MANUFACTURER J.TDAVENPORT 38 Great Russell St., London, W. C. PILES R. M. READ, (M. D., Harvard, 1876, 1775 Tremont St., Boston. Cure Guaranteed. Consultation Free. phiet. Office hours 11 A. M., FISTULA to 1P. M. (Sundays and Holidays FISTULA excepted.)

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Obstinate Cough leading doctors recommend "GAMPBELL'S Wine of Beech Tree Greesote.' It seldom falls to cure, and is sure to give relief. Ask your Druggist for it.

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Prepared by JAMES EPPS & Co., Limited Homocopathic Chemists, London, England.

CHAPTER

When I came into Germain I seemed to shadows along the str ticed before. More seemed the quiet of the door no concierge, halooing seemed to att the house.

I tried the heavy la swung open. Withou further ceremony I prwide old parlor. Still house deserted? I rai called aloud "Aimee! I hear a sob, and pheavy curtains pass into room of the house, Aris Aimee extends her arn is Monsieur the Americ "Where are the se

"Ah, Heaven! Mo gone; they would not re and she wept like a ch "What, is it come to Yes, my father has the front for a week is eaten. Monsieur, I and the childish little "Aimee, you are a

and will soon be one in I am afraid. We mus before dark. I am a Paris will soon make Aimee, what did your me at our last meetin her hand. "Ah, mon Dien! not come back you w know what you mea scream she fell back o swoon. I ran for wa her face and chafing

I soon restored her to "Aimee," said I, as child, "is there any vicasket of papers, or at to take with you? You sible, and do it insta only knows how long the will be safe! Secure value in a valise, and This practical languages spire her with energ gathered her valuab clothing in a small vali back upon her home fo No carriage could be streets were described, away rapidly. The telittle ward who had care seemed all unused but at last we stood i office. A word to my ne burne, explained mattersaid:

Put her in the woman who cares for a ward of the United Thus Aimee was in during the carnival of CHAPTE

That ridiculous song war, "Johnny Comes l waited on the frosty me that Napoleon Smi ing my office. But it polean Smith we knew ance, at least, for tout of the crysalis ar the crisp winter air i uniform of the Infant His cap with red-tipped very much on one side sition on his head loo regard to its tenure bond, as it had no visa port, and looked as the in position by magnetis "Smith couldn't you and, if you must whis ing 'Dixie's Land, or Y I said, with some aspe
"I suppose I could,
the use? Music is I
attached to that tune
somehow it sticks like a
says I, is not personal says I, is not personal cal or moral force; d think it was just pu measure, like a repeat i in a country church? broadly and stroked tache. "But say, do y uniform? Chivaree de revoir. Well, but wo devils fight or anything devils fight or anything I was in that sortie a you I kept looking for break and gig buck; them. It begun to ge yours truly, and I begu all foolishness when we up on the Dutchmen's up on the Dutchmen's s siege-guns, and a little two of them, and then enough in him to anch just yelled out Vive I passed in his checks II and we fell back and le amongst the dead Gerr

gun-carriages, and I k Frenchman will fight, knew how it was at when the Johnnies i when the Johnnies is stone wall and shot Yamuskets got clogged, they told us to go up, nearly the whole army occasion. But I beg ti I don't generally make es." And he looked ov talking to somebody. chair and saw Almee accustomed to our ho chair and saw Amee accustomed to our hot came into all the offic She stood with open eyes, and erect form words of Napoleon Smi

entranced.

"Who is the girl?"
a profound bew.

"Aimee," said I, "thi
friend who has enliste
army. His name is I
And then what do pened? Of all the i

A

rences of a sportive queerest.

This little bothouse if fully guarded childeyed fairy, fell inconting my noisy, rude, milit poleon Smith, and hen we moment and then he a moment and then b turned pale, and lo! love. Occasionally I th congenial natures out two of the inhabitants of of human love for the over, or perhaps they caccident. However, it sight to rejoice heaven Aimee floated acros Subscribe for THE