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TING COMPANY. nn, N. B.

BOARD OF TRADE.

Important Matters Several Considered.

An Interesting Report Read by President W. S. Fisher.

The Discriminating Duty-Winter Load Line -An Insurance Matter-The Pulp Mill-The Abbatoir.

The board of trade had a number

of important matters to consider on the 7th inst. The president, W. S. Fisher, was in the chair, and among those present were D. J. McLaughlin, H. B. Scho-field, T. H. Hall, Thos. L. Hay, G. S. Mayes, W. F. Hatheway, S. D. Scott, S. Schofield, J. S. Gibbon, W. M. Jar-vis, John Montgomery, Robert Thom-son, Joseph Bullock, Thos. Dean, G.

Sydney Smith and H. A. Drury.

After reading of minutes and some correspondence by Secretary Allison, President Fisher read the following To the Members of the St. John Board

of Trade: recent trip to Great Britain, it may be interesting for you to hear some-thing regarding the matters I under-

Let me first say that I received a hearty welcome from the secretary and members of the London chamber of commerce, and received at their hamls various marks of hospitality, some of which I was able to avail myself of, and others which I could

Unfortunately the banquet to which Unfortunately the banquet to which I was especially invited, given by the London chamber of commerce to the premiers of the self-governing colonies, had to be postponed until July 5th, and having made arrangements to leave London for the continent before that time, I was unable to attend, much to my regret. I had, however, the pleasure of attending some other banquets, notably the Canadian dimer given in the Hotel Canadian dimer given in the Hotel Canadian the ner given in the Hotel Cecil. at which Sir Donald Smith presided, and where Sir Wilfrid Laurier was the guest of

honor.

I also had the privilege of attending the dinner given by the British chamber of commerce in Paris to the colonial premiers, where again Sir Wilfirld Laurier was the principal guest. Both these functions were exceedingly interesting. As, however, these events have been duly chronicided it is unnecessary for me at this time to entarge upon them, excepting to say that I enjoyed them to the fullest extent, and appreciated the opportunity thus given to hear many able men from various parts of the empire, as well as some of the most noted men at home.

or arrange to meet, and with them discussed quite fully the posttion of our port. I found among most of the our port. I found among most of the steamship people a lively interest in the port of St. John, and in the winter port business generally. Operations through this port during the past two winters have been closely watched, and have certainly been the means of directing the attention of steamship

people generally towards us Having with me very complete plans prepared for the purpose by Hurd Peters, C. E., as well as maps and of the city and harbor entrance, and also a good many other facts and figures relative to our position and the past and prospective trade of the port, I was thus able to secure an attentive hearing from those whom I interviewed, and at the same time received a considerable amount of information, which I trust we may be able to turn to account later.

I also had the pleasure of several interviews with Wm. Peterson, of Peterson, Takt & Co., contractors for the new "fast line," who stated that his arrangements for carrying out the contract were proceeding very satisfactorily, and that before long he expected to visit Canada, and at that time would come to St. John to look over the port, and see for himself the position of affairs and the facilities

While in Liverpool and London I was interviewed by a number of newspaper men, which gave me an oppor-tunity to lay before their readers to lay before their readers facts relating to our efforts to build up Canadian import and export business through St. John. Some of these interviews, I think, have been in part published here, and others

have not.

In reference to marine insurance, you will remember that in the early part of the season a good deal of discussion took place over a so-called "ciscrimination in marine insurance rates" on goods coming here as compared with other American seaports. I did my best to get at the facts in this matter, and for this purpose interviewed a number of marine insurance and brokers. ance underwriters and brokers.

In this connection I must recogker, the able representative in London of the C. P. R. Through the gentlemen whom I met I was able to get to the bottom of the matter, and while there was some variation of opinion, I am convinced, after summing it all up, that there is very little, if any, foun lation for the statements made. Where any prejudice existed it was almost entirely due to the parties' lack of knowledge of the port and its sitnation, and there is actually no diffi-culty in securing as low rates to St. John as to any other port on the North Atlantic coast. The class of essels carrying cargo is of course always an important consideration to the underwriters, but the vessels being equal, as low a rate of insurance

can easily be secured.

I would here like to say that in my opinion it is most important that the city undertake to publish a pamphlet giving in a concise and vigorous form an exact statement of facts in regard on the other side. He was warmly applauded by the board.

Secretary Allison read a letter from General Manager Campbell of the

to our harbor, its approaches, the nav-igation of the Bay of Fundy, and any other information that may be of in-terest; this to be generally distributed among steamship people, marine in-surance underwriters, and other in-

This, I understand, has been recently discussed by the council of the board and a request sent to the common council. I sincerely hope that they will lose no time in putting the most transfer they will be a it appears to me matter through, as it appears to me from what I have seen and heard, to be a most important thing, and should not be delayed. Now, for many reasons, the time is ripe and prompt action is most desirable.

While on the question of pamphlets I would also like to say that in various interviews held with Sir Donald Smith and with some of his staff in London, and also with the Canadian commissioner in Liverpool, the lack of any effort, or advertising material regarding New Brunswick, or, in fact, of the maritime provinces generally, was most apparent. These gentleme all complained that there is a great dearth of matter regarding the re-sources of this portion of the dominion and they feel that a great mistake being made in this respect, and I therefore trust that this board will see fit to make a strong recommen tion to our local government to pre-pare suitable matter for distribution through the Canadian offices in differ-ent parts of the kingdom, showing up the resources of this section of the ountry.

There is no doubt in my mind but that emigration to this section could be very largely developed While the artisan classes generally in Great Britain are prosperous at the present time, the same cannot be said of the small farmers, who are suffering severely. Many of these men would no doubt make valuable additions to our population. The difficulty, however hat we now suffer under is that the know very little about us, and while there is a large distribution of matter concerning the great West con tinually going on, there is an absolute dearth of anything appertaining to the provinces by the sea. I trust it may only be necessary to have the attention of our local government drawn to the matter to enable them to see the opportunity that exists for some aggressive work in this direction.

The attention of the people of Great Britain is being directed to us as never before. Canada, her climate. her history, her resources are being carefully studied. Many are looking this way as a field for emigration or investment. We want population and capital to develop our natural re-sources. The opportunity afforded is exceptional. Let us take advantage of

maritime provinces have to offer. If we fail to do this, the fault will be There should be little or no expens hatever incurred in the distribu of any matter that may be prepar as between the regular government of-fices scattered all over the kingdom and the offices of the C. P. R., all such matter can be readily distributed, and would be eagerly sought for by many who are seeking information re-garding various sections of Canada. The work that is being done by the Canadian Pacific railway in the way

it in making known what we in the

esources of Western Canada cannot be too highly commended. They are displaying very great enterprise in this respect and reaping a correspond-

ng reward. Mr. Baker expressed his entire will-ingness to distribute through their offices any and all matter bearing onthe country that could be provided. They have very many enquiries daily from all parts of the country, and their opportunities to reach the right reople are very great.

It was through having samples the Tourist Association hand book and folders with me that led in many cases to a general discussion of the question and developed suggestion and expressions of opinion that have led me to make the foregoing remarks.

Another matter somewhat in ame line that I should like to touch upon is in reference to making a greater and immediate effort to secure he co-operation of the people in the West by representing our case to them in such a way that they may be nduced to insist upon having all goods in which they may be interested, whether for import or export, through our own ports. It is often said that sentiment does not count for much in business, but this is a case, and the present is especially a time in which, all things being equal, senti-

ent can be made to tell. One other matter and I have done. At the request of some friends interested in the question, and also for my own personal information, I made some inquiries in reference to the past, present and future of the pulp business. These enquiries brought me in contact with some of the largest dealers in this article in the United Kingdom, and while it would take too long to go into the details of this subject, I might say that the business that the light say that the business that has een already developed in this line be-veen Canada and the United Kingom, has drawn attention to the pos sibilities in this country in this conection and the opinion seems to exist among those who are capable of judg-ing that Canada is bound to become a very important factor in the future osecution of this industry. At the present time 90 per cent of the pulp entering the United Kingdom is brought from Norway and Sweden; the balance of 10 per cent being sup-ried between Canada and the United States. The conditions in Norway and Sweden are gradually becoming a little more difficult, owing to the growing scarcity and increasing price of suit-

able material.

I should be very glad indeed to give any one interested in the question the benefit of such information as I may

happen to possess on the subject.

President Fisher supplemented his paper by some remarks, pressing very strongly the urgent need of further effort on the part of our people to follow up the work of making this port, and this province, better known on the other side. He was warmly applauded by the board.

Beaver line, pointing out that the United States discriminating duty of ten per cent on goods entering that country via Canada would greatly injure trude at Montreal in summer and St. John and Halifax in winter. He declared that Canada should retaliate and charge ten per cent on all Can-adian goods coming via the United States ports. Already western U. S. mporters were refusing to order goods via Canadian ports and steamers running to Montreal were feeling the ef-

A letter from a Liverpool firm wa enclosed, suggesting that Canada make a regulation granting the 12 1-2 per cent off to goods only that came direct

to Caradian ports.
S. Schofield moved that the communications be referred to the council. No action could be taken in Canada un-til parliament meets. Mr. Schofield pointed out that Mr. Dingley, who introduced the U.S. bill, holds that the discriminating duty cannot be collected. But the council of the board should have the matter under consid-D. J. McLaughlin seconded the mo-

tion of Mr. Schofield. S. D. Scott directed attention to the ten per cent extra duty proposed to be collected on goods taken to U. S. ports by any other than United States vessels. This would seriously affect vessels. St. John. W. M. Jarvis said this would cer-

tainly be a very serious blow to St. If no decision were given at once, the uncertainty itself vould be very injurious.

After a little further discussion, Mr. chofield's motion was adopted. Regarding subsidies to lines of teamers to Portland, Mr. Schofield said those subsidies would unquestionably be discontinued, and Robert Thomson said he was told in Montreal a few days since by Hugh Allan that their subsidy would cease in No-

A letter urging the board to press the British board of trade for abolition of the North Atlantic winter load line rule, was read. It came from the chairman of the joint committee of the commercial organiza-tions of Philadelphia on North Atlantic winter load line.

Robert Thomson read a letter re-ceived by his firm from the same people, and submitted a pamphlet issued by the committee dealing exhaustively with the whole matter. The rule applies to ports north of Baltimore and Philadelphia, New York and Boston had all suffered through it. On some vessels it made a difference 300 tons in cargo. Yet these vessels take about the same course as vessels from other ports to which the rule does not apply. There had been much agitation over the question.

Mr. Allison pointed out that in their circular these people asked that if the rule be not abolished, it be restricted to ports north of Portland. That, if done, would leave St. John and Hali-

tions signed by residents of Lancaster, stowing that a better water service was needed, and that the people were pole." willing to come under the same as-ressment as the people of the city, in order to provide such better ser The firm asked the support of the board of trade. There was property valued at about \$300,000 in the vicinity of the present water pipes, which was practically without fire protection owing to inefficient water supply. There were very largely signed petiton, Fairville, and a majority of the ratepayers upon real or personal pro-perty situated within 700 feet of the main pipe line of the Carleton water

H. Al Drury suggested sending for Mr. Cushing to discuss the matter. An expert on the pulp question would be here in a few days and would go hence to England, and it was desirable that the feeling of the people be expressed regarding this whole mat-

After some general discussion. whole matter was referred to the council of the board for consideration.
S. Schofield moved the following re-

the fire insurance companies doing business in Canada are nearly all different from one another and some of the conditions of same are considered unfair to the owners of property

thereby insured;

Interefore resolved, that the council be asked to consider the advisability of requesting the minister of agriculture to have a standard policy form prepared that will fairly protect both insurers and insured; and also to have the necessary legislation passed at the next session of parliament for enforcing the adoption of same by all the fire insurance companies that are licensed to do business in Canada.

"Also resolved, that this be one of the subjects to be forwarded by this board for discussion at the annual meeting of the mantitume province board of trade, to be held at Charlottetown on 21st inst."

Mr. Schoffeld spoke on the subject giving instances to show that a person effecting insurance finds out after a fire has occurred that goods he supposed were covered by the policy really were not. He very clearly set forth the need of a resulter standard forth the need of a regular standard orm, that would clearly cover all that should be covered by such a

S. Mayes and adopted.

Thos. L. Hay brought up the question of an abbatoir. He declared the present system of licensed slaug'tter houses to be all wrong and a menace to the public health. The matter was discussed by the president, S. Scho-field and D. J. McLaughlin, but no

action was taken. J. W. Keast was elexted a member of the board, which thereafter ad-

GASTORIA. Chart Il teters trapper



several rounds during his visit,

What self-renunciation and heroic purpose was this! They drowned witches to be sure, but that was no part of their puritanism. It is to the puritan women we owe so much for that spirit in our people which gives them the fortitude to endure hardship and stake life and fortune for their convictions. life and fortune for their convictions.

The American women of to-day have the spirit of their puritan mothers, but their constitutions are not rugged or able to endure half the hardships of these New England ancestors. Very often they are rundown with weaknesses and irregularities peculiar to their sex, and the constant drain upon their vitality makes them chronic invalids. Many women hesitate to go to their family physician, because they dread the local examinations so generally insisted upon by practitioners.

upon by practitioners.

Such women should write Dr. R. V. Pierce, chief consulting physician of the Invalids' Hotel and Surgical Institute, Buffalo, N. Y., giving a full description of their symptoms, history, etc., so that he can give them the best possible medical advice. If Dr. Pierce's Favorite Prescription seems to suit the case the Doctor will say so. If not, then he will give medical advice which will put such women on the rapid road to recovery and health.

THE NORTH POLE.

At Least Three Expeditions Will be Organized to Reach the Desired Object.

New York, Sept. 7.-Walter Wellnan, the American journalist and Arotic explorer, was one of the passengers in the steamship New York, which arrived this morning. He had been to Norway and Russia to consult with Dr. Nansen and to arrange for steamer and for a large number logs. He said that efforts would continue to be made to reach the north pole until the feat should be

ccomplished.
"At least three expeditions will be in the field this year," said he. "One will be that of Capt. Sverdrup, in the Fram; another that of Lieut. Perry and the third will be made by myself

done, would leave St. John and Halifax worse off than Portland.

After some little discussion it was desided to call a special meeting on Thursday at 12 o'clock, at which shipping men generally are specially asked to be present, whether members of the board or not.

A letter from A Cushing & Co. handed in by Thos. McAvity, was read. It was accompanied by petitions signed by residents of Lancaster. It will be a journey of about 560 Eng. in Franz Josef Land.

> P. E. ISLAND OAT CROP. Netted the Farmers \$250,000 Last Year

> > -God Crop This Season.

(Charlottetown Examiner.) It is pleasing to learn that our oat crop of this year is likely to be of exellent quality. We hope that farmers and dealers will be very careful to have it well cleaned and placed upon tion. Last year we had a good crop, and dealers sending it to English ports went to the trouble and expense of ners before shipping. The result has been decidedly encouraging. We sent to Great Britain last year fully a million bushels of oats; and the lost reputation of P. E. Island oats has been so far restored that there will probably be a demand for them this

The principal shippers of last year were Carvell Brothers, who sent to England upwards of 400,000 bushels; Mathesor & Toombs, who sent about 285,000 bushels, and the Messrs Richards and Yeo, who shipped about 300,-000 bushels. It is safe to say that the oats sold last year in the English market netted to the farmers of P. E. Island a sum of \$250,000. This would give an average of about \$150 per farmer for oats alone. Notwithstanding the low price that prevailed last ar, the oat crop was still-owing to the lucky chance of a demand in the mother country last spring—a valuable consideration to our farmers and the public at large. An oat crop is worth while cultivating, and careful atten-tion ought to be given to the estab-lishment of its good character upon the British markets. True, it takes a good part of the fertility of our soil and makes no direct return to that source of all our wealth. Certainly, the export of oats ought not to be carried on at the expense of our expanding dairy industry and pork production. But it may be continued to some extent in connection with or in addition to the export of cheese and butter and contract of the contract of butter and pork and other things which give a larger net return to the farmer. There are many farmers who are not yet in a position to take part in co-operative dairying and the new system of agriculture, and who still need considerable amounts of ready money during the course of each year. For these the cost over its content of the cost over its content. For these the oat crop is a safe resource, and for the sake of these as well as in the interest of the public at large, the greatest possible care ought to be taken in the preparation of the oats sent to Great Britain and elsewhere. We can grow better oats here than in almost any other country. Let us see to it that they are placed upon the market in excellent condition.

GOLF.

The St. John Club.

The club has had the pleasure this week of extending its courtesies to R. Hansard of Malvem college, who

stayed in the city for a few days be-fore his return to England. He is a most enthusiastic golfer, and having played on many links on the other side, as well as at St. Andrews, N. B., his opinion of our own links here may be if interest. Barring the shortness of links Nos. 1, 5 and 8, rendered so by the nature of the ground, he con-siders them excellent in their varied character. While parts would be much improved by a heavy roller, the lics are as good as can be expected on an inland course. The putting greens are especially good and are much superior to those at St. An-drews, where, as a rule, they consist of small, perfectly flat, raised plat-forms of turf. This idea of a putting green does not commend itself to a genuine golfer, who prefers that his approach shot should be able to run on the green, instead of teing stop red shout on the very edge of it by a bank of turf. Mr. Hansard played his best match was on Monday afterboon, when, in spite of a strong wind. he succeeded in beating the retord of the links (42) held by his brother. We give the details of the match:

R. Hansard......6 4 5 7 4 5 3 4 6 F. T. Short 3 5 4 4 5 5 8 4 5 4 6 5 5 5 4 6 4 5

It will be seen that in the first round the long hole, No. 7, did in 3, a record which is not likely to be equalled; his second shot, a brassey, landed on the green, hit the corner post and lay dead close beside it. necessitating a long left handed putt, which found the bottom of the hole

ENGLAND AND GERMANY.

Paris, Sept. 7 .- The Gaulois today prints an interview with Prince Bis-marck in which he is quoted as having expressed fear that the efforts made at the Peterhof were so much wasted time. What was required, the exchancellor is said to have added, was a serious active agreement with a well defined programme and much clear-sightedness to achieve a result whereby the pretensions of Great Britain could be stayed. The prince was further conceed as a contract of the prince was further quoted as saying: "It is absolutely certain that Germany will not succeed in attaining this end, and she might regret having harrassed Eng-land too much."

WHAT DID THE MAN MEAN? "I am well enough now that I have

consented to be always ill," said Gustave Flaubert.

there may be meaning in it not only, but a lesson for many of us. Two persons will first speak on the same subject, and help us to understand Mr. Flaubert's worder.

"In the spring of 1884," says one, "I began to feel weak and affing. I was tired, fanguid and low spirited. I had no ambition or energy. My appetite was poor, and even a morsel of food distress it re. I had so much pain and tightness around the chest and sides that I unloosed my clothing. My mouth was day and parched and mouth was dry and parched, and I felt hot and feverish. I was often faint, and tad always a sense of sinkfaint, and that always a sense of sinking. I got but little sleep—often not more than half an hour in a night.

"As time went on I got weaker and weaker—not eating enough to feed a child." Thus I continued year after year. No medicines or treatment availed anything. In October, 1889, I heard of, and used your remedy. Half a bottle benefitted; and, continuing to take it. I was fully restored to health. a bottle benefitted; and, continuing to take it, I was fully restored to health. Last summer Mr. Sage, the Evange-list minister of London, was at our village, and when I told him how M What been, and the remedy that cured me, he said, 'Why, that is the medicine which cured my mother after all the doctors at the hospital proved unable

to help her. Yours, etc. (Signed) Mrs Jane Melton, Thurston, Bury St. Edmunds, February 16th, 1894." "For over twenty years," says another, "I suffered more or less from an intractable malady. I had a had taste in the mouth, belching up a disgusting sour fluid; and although I often had a sense of sickness I seldom threw up the contents of my stomaich. After meals I had pain and weight at my chest, and a nauseous

gas was forced into my throat until I could hardly get my breath. "Often, as I came from work, these attacks would take me, and I was night my sleep was much disturbed, and as time went on, through lack of eating, my strength failed more and erable. From tume to time I consulted doctors and got medicines from the chemists, but no good came of it—that is, none that bad power to abide. "This was the maneur of my life un-til February, 1892, when I first heard of the remedy to whom I owe the best of all things—my good health. And of all things—my good health. And how good in leed it seems after I had been without it so long! Five bottles in all did the work. Since that day I keep it in the house, and when I feel a bit out of sorts from any cause a dose or two sets me right. (Signed) James Whatling, coal dealer, Denham Green, near Green Man Inn, Hoxne Suffolk, February 14th, 1894."

These are the facts. One moment now for thinking. I have a dear friend who lost his right arm in battle. "How have you ever contrived to get on without it?" I asked him one day. "Well, enough, he answered, "after I had reconciled myself to its loss." But it was a loss—a heavy loss, bitter, gainsay that. You see, don't you? That was what

Mr. Flaubert meant. He was a chron-ic dyspeptic. He had gone the rounds of doctors and drugs—a weary, wastefull round, and, alh, dear! was not a jot have quoted. That would have been the fate of

Mrs. Melton and Mrs. Whatling if they had not, happily, fallen in with Mother Seigel's Curative Syrup. That cured them, as it cures all cases of indiges-tion, dyspepsia, and the complaints that arise from inflamed stomach and

Nothing can replace a lost arm, but health may replace disease, If Mr. Flaubert had known of Mother Seigel's ST. MARTINS NEWS.

The Sun's St. Martins correspondent of Sept. 4th writes: Last evening Horace King of St. John arrived at the Kennedy house, with a party of ladies and gentlemen from the city, to spend a few days at St. Martins. The party consisted of Mr. and Mrs. Horace King, Mr. and Mrs. DeForest of St. John; Mrs. D. G. MacKenzie of Boston, and Mrs. C. A. Vaughan of Montreal

All the hotels here have been crowded this season and many of the private houses have had guests.

Quite a number of our young men are talking quite seriously about moving westward towards the Klondyke region in the early spring.

On Wednesday last some miserable fellows perpetrated an act of cruelty on two pigs, which probably is without precedent in this community, or any civilized part of the world.

The animals were the property of Samuel and William Vaughan, two peaceable residents near the railway

During the absence of the owners some fiends in human form secured a pot of red paint and a brush, with which they painted the animals all over, filling their mouths with the onous lead.

The animals are suffering severely, although the owners have done all in their power to relieve them. Mr. Vaughan informs your correspondent that this is the third time that his animals have been subjected to cruel treatment by a gang of desperate and says he is in possession of infor-mation which will lead to the detec-

He has had a letter written to the president of the S. P. C. A. and no



A WELCOME FOR COLLEGE

legiste Young Men's Christian Asso-ciation in the various universities throughout the dominion, are desirous of receiving and as far as pos-sible assisting all new students, and invite pastors, parents and friends of students, as well as students them-selves, to communicate with them

For the information of any who may not be familiar with the work of the not be familiar with the work of the movement, it may be said that associations are organized in all the larger colleges, with common head-quarters and social and reading rooms, and college men themselves as officers and leaders. Handbooks of information of special value to new students are annually prepared and distributed free of charge. Reception committees stand ready to welcome the men upon their arrival, whose aim it is to introduce them to the best and most helmful direles of acquaintance.

parable to the transition period of his entrance upon college life.

The handbook referred to above will be promptly mailed upon request.

All communications should be addressed to the general secretary at the Y. M. C. A. of the institution to/which the student is some the student is going.

Singers at the Berlin Opera are not allowed to ride on bleyeles to the theatre, as Count Hochberg, intendant of the opera, has forbidden the practice.

EDUCATIONAL.

Missouri Valley Railroad Co., Chadron, Neb., Aug. 6, 1897. Chadron, Neb., Aug. 6, 1897.

Gentlemen—* * More frequently do I think of my pleasant term at your Business College, and congratulate myself on being thrown at that time into direct communication with ones so well qualified to instruct in the business methods of the world at large as you and your accomplished assistants. The thorough instruction received at your hands has been my great aid in the West, and without it I could not have reached the position of Chief Clerk to the Division Superintendent that I am occupying at the present time.

PROFESSIONAL

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

Eye, Ear, Nose and Throat. 163 Germain Street, St. John. FOURS—16 to 12, 2 to 5 Daily. Evenings—Mon., Wed, and Fri. 7.30 to 8.30.

H. H. POKETT, B. O

Attorney and Barrister at Law, Commissioner for Province of Nova Scotia. BARNHILL'S BUILDING, St. John, N. B. MONEY TO LOAN - \$15,000.

DR. J. COLLIS BROWNE'S C1 14 0 (0) 1 (0) D) 4 N B D

THE MAUSTRATED LONDON NEWS, of Sept. 28, 1886, says:

"If I were asked which single medicine I should prefer to take shroad with me, as likely to be most generally useful, to the exclusion of all others, I should say CHLORODYNIM. I sever travel without fit, and to general applicability to the relief of a large number of simple allments forms to hast reasonmentsion." Dr. J. Collis Browne's Chlorodyne

DIARRHŒA, DYSENTERY, CHOLERA. CAUTION. — Genuine Chlorodyne. Every bottle of this well-known remedy for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHOEA, etc., bears on the Government Stamp the name of the inventor—

DR. J. GOLLIS BROWNE Sold by all Chemists at 1s. 1/d., 2s. 9d and 4s. 6d. SOLE MANUFACTURER Syrup he would never have uttered J.TDAVENPORT