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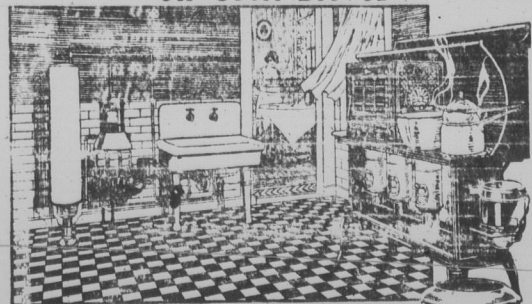
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The New Perfection Oil Cook Stove with its Long Blue Chimney takes up less room, lathers ashes, litter and dirt, and serves every cooking purpose all the year round.

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changing climate.

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cling to the old-time tailoring  
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price West as East—"Semi-ready"  
of course.

D. GOLDENBERG & CO.  
Opera House Block, Campbellton, N.B.

## SHIP BUILDING ON THE RESTIGOUCHE

(Continued from Page 1)

launching and perhaps the only person living who was on the deck on that morning in September, sixty-years ago, was our well known citizen James D. Murray. If the above named were all built at this place, it will show about eighteen built at Campbellton and six at "Athol."

Most of those built at Campbellton, prior to 1860 were designed and built by that master builder R. Y. Tait, who is well remembered here by a few of our oldest citizens. The writer had a communication from a son of the builder, Albert Tait, Dalhousie, who expressed his regrets that the records his father kept of all his vessels could not be located. He gave me the information, that there were two vessels built at Eel River on the front of his present farm, that I have no record of, one was a Brigantine, built by John Barberie, and a schooner of 80 tons by N. S. Harquail, both of Dalhousie. The "Ritchie shipyard" it is well known by the older citizens, was located at the site of the present Shives-Co. mill, and that the highway leading to it from the east, ran from Prince William street north of Mr. Boudreau's store, past the Ritchie residence, along the north line of Pleasant Street, through the shipyard, coming out to the present Water street, at or near Mr. Cantin's store. It will be remembered that Andrew street was open to the water, but the apathy of our authorities sixty or more years ago, allowed it to be closed, to the great loss of this present generation.

The following list is complete so far as I could ascertain:

1829—"Marion MacKenzie," tonnage 128, owner, Wm. MacKenzie, Dalhousie.  
1829—"Elizabeth," tonnage 32, owner, Chas. Deot, Dalhousie.  
1834—"Magnolia," tonnage 150, owner, Arthur Ritchie, Dalhousie.  
1836—"Temperance," tonnage 43, owner, Hugh Montgomery, Dalhousie.  
1837—"Agamora," tonnage 231, owner, John Montgomery, Dalhousie.  
1838—"Waver," tonnage 40, owner, H. Montgomery, Dalhousie.  
1839—"Pandora," tonnage 561, owner, H. Montgomery, Dalhousie.  
1839—"Sylvia," tonnage 140, owner, Arthur Ritchie, Dalhousie.  
1840—"Dalhousie," tonnage 654, owner, John Montgomery, Dalhousie.  
1841—"Laurel," tonnage 726, owner, H. Montgomery, Dalhousie.  
1842—"Lanoni," tonnage 546, owner, J. Montgomery, Dalhousie.  
1842—"Grampian," tonnage 723, owner, J. Montgomery, Dalhousie.  
1842—"Hamilton," tonnage 589, owner, Wm. Hamilton, Dalhousie.  
1844—"Weaver," tonnage 106, owner, Jas. Johnson, Dalhousie.  
1845—"Nan Naomi," tonnage 710, owner, J. Montgomery, Dalhousie.  
1847—"Adonis," tonnage 904, owner, J. Montgomery, Dalhousie.  
1849—"John Hamilton," tonnage 1034, owner, J. Montgomery, Dalhousie.

1850—"Try," tonnage 774, owner, Arthur Ritchie, Campbellton.  
1851—"Joseph Howe," tonnage 613, owner, Hugh Montgomery, Dalhousie.  
1853—"Mureanus," tonnage 1007, owner, Arthur Ritchie, Campbellton.  
1854—"Miriam," tonnage 960, owner, H. Montgomery, Dalhousie.  
1854—"Anna," tonnage 624, owner, David Lurie, Campbellton.  
1855—"Rescue," tonnage 570, owner, Arthur Ritchie, Dalhousie.  
1856—"Bonarville," tonnage 1236, owner, George Moffat, Campbellton.  
1856—"Henry," tonnage 44, owner, Alex. C. Deshay, Dalhousie.  
1856—"Benali," tonnage 632, owner, George Moffat, Campbellton.  
1857—"George," tonnage 44, owner, George Dutch, Restigouche.  
1857—"Tallula," tonnage 566, owner, George Moffat, Campbellton.  
1857—"Onia," tonnage 362, owner, George Moffat, Campbellton.  
1859—"Margaret," tonnage 180, owner, George Moffat, Campbellton.  
1861—"Providence," tonnage 81, owner, Alex. McIntyre, Restigouche.  
1862—"Alert," tonnage 106, owner, John McNair, Restigouche.  
1864—"Anita," tonnage 653, owner, George Haddow, Dalhousie.  
1865—"Alfredia," tonnage 627, owner, George Haddow, Dalhousie.  
1866—"Jasper," tonnage 15, owner, Simon McGregor, Dalhousie.  
1866—"Craftsman," tonnage 24, owner, Wm. Montgomery, Dalhousie.  
1867—"Rob Roy," tonnage 124, owner, Simon McGregor, Dalhousie.  
1868—"Margaret," tonnage 108, owner, George Dutch, Heron Island.  
1871—"S. S. Assamtequaham," tonnage 85, owner, Robt. H. McGregor, Dalhousie.  
1882—"Squirrel," tonnage 8, owner, Thos. Reid, Eel River.  
1882—"Jessie," tonnage 13, owner, Simon McGregor, Charlottetown.  
1886—"Henrietta," tonnage 13, owner, George Dutch, Beaver Pt.  
1899—"Barrieholme," tonnage 60, owner, Geo. Moffat, Dalhousie.  
1909—"S. S. Me Kelvin," tonnage 21, owner, W. H. Miller, Campbellton.  
1918—"S. S. Francis Elizabeth," tonnage 5, owner, Ethel Spruel, Campbellton.  
1919—"Harry A. McLennan," tonnage 648, owner, McLennan Foundry & Machine Works, Campbellton.

Yours very truly,  
A. D. MacKENDRICK.

## ONE WOMAN'S EXPERIENCE

Of Interest to Childless Women.

Toronto, Ontario.—"I suffered for a long time from a female weakness, inflammation, and a terrible headache caused by that condition. One day one of your booklets was left at my door, and I read how other women with troubles like mine had been made well, so I got a bottle of Lydia E. Pinkham's Vegetable Compound and a package of Sanative Wash, and it helped me wonderfully, and I now have the finest little baby boy that any mother could want. I want to recommend Lydia E. Pinkham's Vegetable Compound to any woman who has female troubles." Mrs. JOSEPH LA BELLA, 773 Shaw Street, Toronto, Ontario, Canada.

The experience of Motherhood is a trying one to most women and makes distinctly an epoch in their lives. Not one woman in a hundred is prepared or under-stands how to properly care for herself. Every woman at this time should rely upon Lydia E. Pinkham's Vegetable Compound, a most valuable tonic and invigorator of the female organism.

In many homes once childless there are now children because of the fact that Lydia E. Pinkham's Vegetable Compound makes women normal, healthy and strong, and this good old fashioned root and herb remedy contains no narcotics or harmful drugs.

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LOSS from paint-neglect is vastly greater than the cost of paint-protection. But it is to be noted also that the real cost of using ordinary paint—however cheap it may be—is vastly greater than that of painting with a pure and durable paint such as

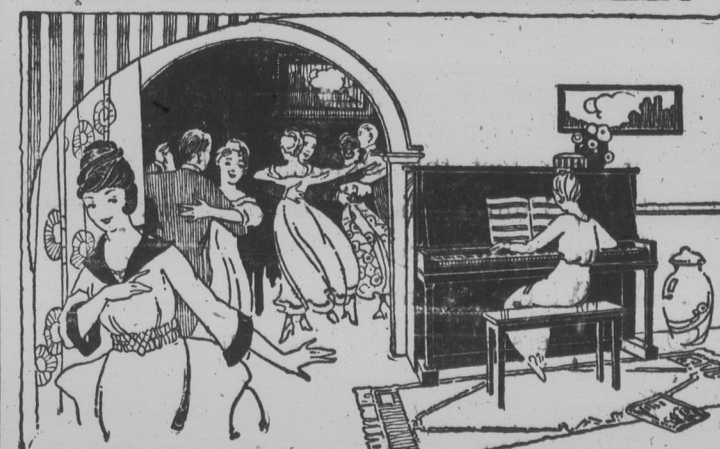
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If you would avoid constant retouching—if you would have the paint that has maximum covering capacity, investigate the cause of the high reputation attained by B-H. You'll find that the favor in which it is held by so many experienced painters is due to a truly remarkable degree of purity—a purity attained by using such ingredients as the famous Brandram's Genuine B.B. White Lead—together with pure zinc and the purest linseed we know how to make in our own splendidly equipped mills. Your investigation will result in a trial of this brand—and that trial will make you a confirmed adherent of this paint that goes so far and lasts so long. Its fine, smooth surface never cracks or peels—the tough, air-tight coat it gives affords the surest kind of surface-protection against time and weather.

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THE joy of the dance—the laughing lilt of the latest rag—a bounding, resounding cataract of soul-stirring sound—isn't that the picture your mind calls up when you think of music?

Perhaps that's the phase of music you best appreciate—the gladsome, joyful abandon, the vim and vigor of echoing melody.

Then—when you come to buy your piano it's the big feature you'll look for—the power to lift you out of yourself with the carefree, bountiful cheeriness of its song.

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—truly you will say there is something fascinating about the tone of the Gerhard Heintzman.

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