

Dominion Atlantic R'y AND Steamship Lines

TO ST. JOHN via DIGBY AND BOSTON via YARMOUTH

"Land of Evange'ne Route"

On and after Tuesday, Jan. 1st, 1901, the steamship and train service of this Railway will be as follows:

TRAINS WILL LEAVE KENTVILLE (Sunday excepted)

Table with 2 columns: Destination (Halifax, Yarmouth, Kingsport, Annapolis) and Time (5.20 a.m., 3.15 p.m., etc.)

TRAINS WILL ARRIVE KENTVILLE (Sunday excepted)

Table with 2 columns: Destination (Halifax, Yarmouth, Kingsport, Annapolis) and Time (9.15 a.m., 6.00 p.m., etc.)

ROYAL MAIL

STEAMSHIP PRINCE ARTHUR

2400 Gross Tonnage, 7000 Horse Power

Boston Service

By far the finest and fastest steamers plying out of Boston, leave Yarmouth, N.S. Wednesday, and Saturday immediately on arrival of the Express Trains and arriving in Boston early next morning.

ROYAL MAIL

STEAMSHIP PRINCE RUPERT

1200 Gross Tonnage, 3000 Horse Power

ST JOHN AND DIGBY

Monday, Wednesday, and Saturday Leaves St. John at 7.00 a.m. arrive at Digby 9.45; leave Digby 12.50 p.m. arrive in St. John 3.35 p.m.

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ROYAL MAIL

BABY LOVE.

Baby Love came prancing by, Cap on head and sword on thigh.

Mother Life was sitting there, Hand at work and full of care.

Baby Love came prancing by, Very lively, very loud.

But his mother's arm was strong, So his mother's arm was strong.

"In This Our World," Charlotte P. Weston.

Why the French Were Unopposed in the Franco-Prussian War.

Many people have wondered, and not without reason, why Napoleon III plunged France into a war with Germany, unsupported as he was by any of the great powers.

But Napoleon III was neither so blind nor so rash as is generally supposed. He had taken certain measures beforehand and counted upon support which was destined to fail him.

Upon reaching the foreign office he encountered the secretary on the stairs, and they proceeded together to the private room of the latter.

"Is the messenger ready?" "He is waiting here. When must he start?"

"This evening. The treaty must reach the emperor in the morning, for war may be declared at any moment."

"It has received her majesty's sanction, then?" "It has. It will come as a surprise to Germany, no doubt, when it is made known, but we are bound by motives of interest and policy alike to support the French in this struggle.

"But Bismarck—does he suspect?" "The premier paused before replying. It was the one point upon which he did not feel quite sure of himself."

"No," he said at length; "though he is ever on the alert, on the watch. I think we have effectively blinded him on this point."

"I think I can answer for Mr. Wharton, a man of tact and resource."

"Very well. I will write a dispatch at once. Meanwhile we must communicate with the emperor by wire, informing him that our messenger leaves for Paris to-night with the treaty. He will then feel his position secure and can act accordingly."

An hour later Mr. Spencer Wharton was summoned into the premier's presence, who with his own hands delivered to him the secret treaty.

"I need scarcely impress upon you, Mr. Wharton," he said, "that this is a matter requiring the utmost secrecy and dispatch. This document must be placed in the emperor's hands tomorrow morning or the consequences may be fatal."

Having seen the treaty safely sealed up in the messenger's dispatch bag, the premier went home, not a little relieved at having got this weighty matter off his mind.

Meanwhile Mr. Spencer Wharton lingered at the foreign office, never trusting his precious dispatch bag out of sight.

Instantly the lady turned toward him with a look of pleasure and relief and held her small gloved hand.

"Ah," she exclaimed with a slightly foreign accent, "what it is to behold a friend! This man is grossly insolent. He has lost one of my boxes and declares he never received it. What am I to do?"

"Leave me to deal with him," replied Wharton, with rising indignation. "If you go inside, I will join you in a moment."

He roundly berated the cabman for his levity, but could get little out of him. The man declared he had never seen the box, and Wharton had to content himself with taking the man's number and hastened to rejoin Mme. Vincent.

"Ah, how grateful I am to you, my friend!" she said, raising her eyes to her

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companion's face with a look that thrilled through him. "But my box? Shall I recover it?"

"I hope so," returned Wharton. "I have taken the man's number and will see to it on my return from Paris."

"Paris?" she cried. "You are going to Paris?"

"How fortunate! I am returning there myself. I confess that I dreaded the journey; but now I shall travel with an easy mind, for I know there is a friend at hand."

"I shall not trust you out of my sight," he said in a low voice. "Fear nothing; you will not be exposed again to such insolence. But how comes it that you are in England? I thought you had settled down in Paris and looked forward to the pleasure of seeing you when I had transacted the business which takes me across the channel."

"A dear friend of mine was ill here in London—dangerously ill," she replied. "I hastened across a week ago to see her. But you?" she added, raising her beautiful eyes to his face again. "I have not seen you for a month at least. I thought you had quite forgotten me."

"Forgotten you!" he said ardently. "I assure you I welcomed this journey to Paris, as I hoped it would afford me an opportunity of seeing you again."

The train was rather crowded, but they selected a compartment in which two gentlemen were already seated, both deep in their newspapers.

On the journey down an extraordinary and somewhat ludicrous incident occurred. The two gentlemen—foreigners evidently—were discussing the burning question of the hour—the prospect of hostilities between France and Germany.

They appeared to hold different views upon the subject. The discussion waxed warm; high words arose. Finally one of the disputants seemed to lose complete control of himself. Springing to his feet, he dashed his newspaper into the other's face.

Madame screamed, and as it appeared highly probable the two excited politicians would come to blows Wharton sprang forward to separate them. It was some little time, however, before he succeeded in pacifying them.

This incident, joined to the scene at the station, was evidently too much for Mme. Vincent's nerves. Upon reaching Dover she declared that she felt too weak and ill to proceed farther and would remain at a hotel for the night.

"I wish I could stay and see you safely across in the morning," whispered Wharton as he lingered by her side. "It is really too bad, but unfortunately there is no help for it. Duty renders it imperative that I should reach Paris early in the morning; otherwise—"

"Oh," she murmured faintly. "You have been most kind and attentive. As for me, a good night's rest will restore me."

"When shall I see you again?" "Tomorrow evening, in Paris. Oh, those wretched men! They have quite upset me. Now, do not miss your boat on my account. Goodbye till tomorrow."

Tucking his dispatch bag under his arm, Wharton stepped on board the boat, his mind agitated by conflicting emotions.

The following morning the secretary for foreign affairs reached his office rather earlier than usual, for the papers had announced to him that war had already been declared. The French emperor, relying upon the telegraphic communication which had reached him the evening before from the prime minister of England, had taken that decisive step. To startle, for many thought that actual hostilities were yet far distant.

The foreign minister was engrossed in a copy of the Times when he was interrupted by the hurried entrance of the premier himself.

"We have been either tricked or betrayed!" said the premier excitedly. "Read this. It has just reached me from the emperor of France."

He laid a telegram on the table. The communication was in cipher, but the rendering of it was written underneath. It contained the startling announcement, "Messenger has not arrived."

Consternation reigned in the foreign office that morning. Messages were flashed to Dover, to Calais, making anxious inquiries for the missing messenger. It was found that he had reached the latter port in safety, but there all trace of him was lost.

It was too late, however, to remedy the evil, war having actually been declared. England was forced to withdraw from the position which she proposed to take with regard to France. She was compelled to remain neutral, which was simply what Prince Bismarck desired.

Not for many years afterward was it discovered how or under what circumstances the messenger had disappeared. Then, strangely enough, news came of him from America.

It appears that he had been living there under an assumed name and upon his deathbed told his story to a friend. Briefly it was this:

Upon reaching Calais it had occurred to him to examine his bag in order to ascertain if the treaty was safe. He opened it and, to his horror, found—blank papers!

Looking at the bag more carefully, he saw that it was not really his, but one closely resembling it, even to the many half torn labels which covered it. Then the truth suddenly dawned upon him. His own bag had been purloined in the train to Dover and another substituted in its place.

And Mme. Vincent—she who had won his affections, who had repelled or encouraged him, to suit her purpose? Too late he saw that she was one of Bismarck's secret emissaries. It flashed across him that the scene at the station, the quarrel in the train, were all prearranged. While his attention was engaged with the two foreigners Mme. Vincent had effected the change of bags.

The wretched messenger, knowing the consequences that would ensue, was driven to despair. He vowed never to return to England. Disguising himself, he made his way to Havre, whence he embarked for the United States.—Peary Pictorial Magazine.

An Egyptian Stern Wheeler.

An Egyptian stern wheeler is built to float over the shoals and rapids of the Nile. There is no going down long, slippery inclines leading to her engine room, for she has no hold, everything being carried above water line—cabins, stores and engines. Indeed the steam cylinders lie exposed, one on either side and a little forward of the very primitive looking stern paddle wheel, which looks more as if it belonged to some agricultural implement than a steamship. The reason for this is that, although nearly a hundred feet long, she only draws about 1 foot 9 inches of water, consequently she has no down stairs.

Probably those engaged in the engine rooms of some of the great liners which ply to the far east would be only too glad if when going through the Red sea they could bring their engine room on deck too, instead of seething below in a temperature which sometimes exceeds 130 degrees. What wonder they at such times faint away and are brought up and laid on deck, where they are brought round roughly but effectively by the free application of pails of water drawn from the tepid sea.—Chambers' Journal.

This epidemic of grip, said the druggist's friend, ought to be a bonanza for you, what with prescriptions and all that.

Yes, replied the druggist; I'm filling my own and the doctors' coughers.—Philadelphia Record.

Indigestion and Dyspepsia

Mr. Henry Moore, Pickering, Ont., states:—"I used three boxes of Dr. Chase's Kidney-Liver Pills for Constipation and Stomach Troubles, and never found anything to compare with them. I had suffered from these complaints for many years and taken many kinds of medicine, but it remained for Dr. Chase's Kidney-Liver Pills to cure me; am now well and strong."

Mr. Patrick J. McLaughlin, Beaumont, Que., states:—"I was troubled with Kidney Disease and Dyspepsia for 20 years and have been so bad that I could not sleep at nights on account of pains in the back, but would walk them off at night and suffer terrible agony. Dr. Chase's Kidney-Liver Pills made a new man of me, and the old troubles seem to be driven out of my system."

One pill a dose, 25 cents a box, all dealers, or Edmanson, Bates & Co., Toronto.

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THE YARMOUTH S. S. CO., LTD.

On and after October 6th, this Company will make Two Trips per week between Yarmouth and Boston, as follows, viz: Steamer "Boston" will leave Yarmouth every Wednesday and Saturday evenings; after the arrival of trains from Halifax.

Local Rate Yarmouth to Boston \$1.50 Return 3.00

Staterooms can be secured on application at the old established rates.

For tickets, staterooms, and other information, apply to Dominion Atlantic Railway, 126 Hollis Street, North Street Depot, Halifax, N. S., or to any Agent on the Dominion Atlantic, Intercolonial, Central and Coast Railways.

For tickets, staterooms, etc., apply to D. McPHERSON, Gen. Man., W. A. CHASE, Secty. and Treas. Yarmouth, N. S., September 21st, 1900.

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