

## SUNDAY SCHOOL COLUMN.

Christmas-tide is once more at hand. No doubt many of the Sunday schools are busily engaged in preparation for Christmas day exercises and entertainments. We cannot make too much in our schools of the event with which Christmas will ever be associated—the birth of our Saviour. May this season, too, be observed in a very practical manner by both teacher and scholar, old and young, remembering that it is more blessed to give than to receive. We wish all a happy Christmas and a bright and useful New Year.

The old maxim, "A short horse is soon curried," might be amended by adding not if the man who is doing it doesn't understand his business. The Sunday school teacher who knows little about the lesson might be expected to make short work of his remarks upon it, but he doesn't understand his business in one so likely to be taken up so much time in talking. Don't do all the talking on the lesson, let the scholars do most of it.

Hints for committee—Committees are composed of individuals, do not lose the sense of individual responsibility in the corporate idea. A good many committees think the chairman constitutes the working force of the committee.

Hold committee meetings as often as necessary to plan your work. Make the committee a prayer circle. Secure permission occasionally from the superintendent to present the work of your committee to the whole Sunday school, and solicit the co-operation of the Sunday school.

The teachers' meeting is the thermometer of the school. As the spirit rises in the teachers' meeting just so will it rise in the school. The value of the teachers' meeting cannot be over-estimated.

Class loyalty is good, but school loyalty is better. Every strange face in the Sunday school ought to mean an added opportunity for the pastor, superintendent and teacher.

He who has outgrown the Sunday school has outgrown every other department of church work.

## DROPS OF INK TO MAKE YOU THINK.

"God helps the man who helps"—some one else.

Christ's humiliation was for man's exaltation. He came down to lift us up.

It is not possible to "walk in the dark with God"; might as well talk about walking in the dark with the sun!

"He that giveth to the poor lendeth to the Lord; if you like the security, down with the dust!"—Dean Swift.

Reader, do you know that the right kind of prayer can do for you all that God can do for you?

That is a good deal, isn't it?

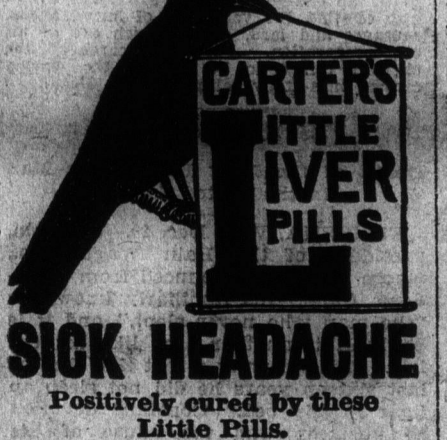
## "WHAT WILT THOU HAVE ME TO DO?"

Christian, do not bother God too often with "Hm, what He would have you to do. Paul never asked Him but once so far as the record shows. Suppose you ask your pastor or your Sunday school superintendent what they would have you to do. Perhaps they can give you a job.—The Awakener.

List of appointments for the field secretary:

- Dec. 18th—Fredericton Junction, Three Tree Creek, Tracy Station.
- Dec. 19th—Thornton Corner.
- Dec. 20th—Jardine Settlement.
- Dec. 21st—Gladstone and Blissettville district convention at Blissettville.
- Dec. 27th—Waterford parish convention, Kings Co.
- Dec. 28th—Kings County Sunday School Institute at Sussex.
- Jan. 3rd—Central Southampton, York Co.
- Jan. 4th—Richmond parish, Carleton Co.
- Jan. 5th—Northampton parish, 6th Kent parish.
- Jan. 8th—Aberdeen parish, 10th Kent parish.
- Jan. 11th—16th—In Victoria county.
- Jan. 17th—18th—Wickford and Simonds parishes, Carleton Co.
- Jan. 19th—20th—Brighton parish, 21st Wilnot parish.
- Jan. 24th—Wickford parish.
- Jan. 25th—27th—Woodstock parish.

Kent and Charlotte have spoken for conventions in March. In that month the islands will be visited.



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Carter's Little Liver Pills.

## DISTINGUISHED PERSONS.

## Men and Women from the Maritime Provinces,

## Whose Achievements Shed Luster on the Land of Their Birth

## No. 7—MEMBERS OF THE DOMINION CABINET.

Some twenty-eight maritime province men have sat in the Dominion cabinet. Several of these we have already dealt with—Sir John Thompson and Sir Charles Tupper, who were premiers of the Dominion, Sir Leonard Tilley and Hon. A. W. McLean, who were ministers of finance, Sir Adams Archibald and Hon. Joseph Howe, secretaries of state, Hon. David Laird, minister of interior, and R. D. Wilmot, minister without portfolio. The other members of the Dominion cabinet from the maritime provinces have been Hon. Peter Mitchell, Sir Edward Kenny, Hon. Hugh McDonald, Sir Albert J. Smith, Hon. Isaac Burpee, Hon. Thomas Coffin, Hon. William Ross, Hon. William B. Vail, Hon. Alfred Jones, Hon. James McDonald, Hon. James C. Pope, Hon. John Costigan, Hon. G. E. Foster, Sir Charles Hibbert Tupper, Hon. A. R. Dickey, Hon. Donald Ferguson, Sir Louis H. Davies, Hon. F. W. Borden, Hon. W. S. Fielding and Hon. A. G. Blair. Of these twenty-eight, nineteen came from Nova Scotia, five from New Brunswick and five from Prince Edward Island. We will treat of them in the order in which they took their seats in the cabinet.

The Hon. Peter Mitchell ably succeeded Sir Leonard Tilley in swinging New Brunswick for confederation. He was a lawyer by profession, but followed lumbering and shipbuilding on the Miramichi, the place of his birth. He entered the New Brunswick legislature in 1855, and two years later entered the Tilley administration. He attended all the conferences respecting confederation and he contributed in a material degree to the victory in his native province. He was appointed to the senate and was the first minister of marine and fisheries. He resigned from the senate in 1874 and sat in the house of commons 1874-8 and 1882-91. He was proprietor of the Montreal Herald for several years, and he is now fishery inspector for the Atlantic provinces.

Sir Edward Kenny was first receiver general in the administration of the new Dominion. He was a native of Ireland, and came out to Halifax in 1824 as a young man. He established the big wholesale business of J. & E. Kenny, and was one of the representatives of the city of Halifax in the legislative council for 25 years, during eleven of which he was president of the body. He was receiver general of the Dominion from 1867 to 1868, and president of the privy council for a year. He administered the government of Nova Scotia for a time in 1879, and was knighted by his majesty in 1872. He sat in the senate from 1867 to 1870, when he resigned. He died in the year 1891.

Sir Albert J. Smith was born in Westport, N. B., in 1823, and was called to the bar of the province in 1847. He sat in the house of commons from 1852 to 1857, and was a member of the executive from 1856 to 1863 and for a short period in 1866, and for a time was premier. He was a delegate to England in 1866, and was knighted by his majesty in 1863 and to Washington reciprocity in 1866. He declined the chief justiceship of the province in 1866, the lieutenant governorship in 1873 and the portfolio of justice in the Dominion cabinet in 1874. He was returned to the house of commons after confederation, holding his seat until 1882, and was in 1873 appointed minister of marine and fisheries. He died in 1883.

The Hon. Isaac Burpee was born at Sheffield, N. B., in 1835, and removed to St. John in 1848, where he formed a partnership with his brother Frederick, under the firm name of I. & F. Burpee in the hardware trade. He was one of those who secured incorporation for the town of Portland, and he was for some years chairman of the town council. He was first returned to the house of commons in 1857 and held the seat until his death in 1885. Mr. Burpee was appointed minister of customs in 1874.

Hugh McDonald, a Nova Scotian, was president of the privy council and minister of militia and defence for a few months in 1873. Thomas Coffin, of the same province, was receiver general from 1873 to 1878, and William B. Vail, also a Nova Scotian, was minister of justice from 1874 to 1878.

Hon. William Ross, of Halifax, is a native of Boularderie, N. S., and served in the Nova Scotia assembly from 1869 to 1867, and in the house of commons for some years. When the Mackenzie administration came into power in 1873, he was appointed minister of militia and defence, serving for a year, when he was given the collectorship of customs at Halifax. He retired from that position in 1888.

Hon. Alfred Gilpin Jones, also of Halifax, was minister of militia for a brief period during the Mackenzie administration. He is a native of Weymouth, N. S., and is one of the foremost merchants of Halifax. He was leader of the anti-confederate party in Nova Scotia, and he sat in the house of commons for several terms, 1867-72, 1874-78, 1881-83.

Hon. James McDonald, chief justice of Nova Scotia, was minister of justice in the Dominion cabinet from 1878 to 1881. He was one of the most active supporters of confederation in the province.

Hon. James C. Pope was minister of marine and fisheries from 1878 to 1881. He was a native of Bedeque, P. E. I., and was a leading merchant of the island. He entered political life in 1857, and served in both provincial and Dominion governments. His business

connection was very wide, as he engaged extensively in ship building, ship owning, farming and the fisheries. He died in 1885.

Hon. John Costigan sat in the cabinet from 1882 until 1886 as minister of inland revenue, as secretary of state, and as minister of marine and fisheries. He is a native of the province of Quebec, but removed to New Brunswick when a young man. He sat in the house of commons of the province from 1861 to 1866, and has sat in the house of commons continually since 1867 for the constituency of Victoria. Mr. Costigan was chief promoter of the Tobique Valley Gypsum Mining and Manufacturing Co. and is president of the Kootenay Cariboo Mining and Investment Company.

Hon. George E. Foster is a native of Carleton county, N. B., where he was born in 1847. He graduated at the University of New Brunswick in 1865 with high honors, and devoted himself to teaching. He was on the staff of his alma mater for some years and continued his studies at Edinburgh and Heidelberg. In 1879 he was elected a member of the United States and Canada lecturing on temperance and prohibition. In 1882 he entered the house of commons for the county of Kings, N. B. In 1885 he became minister of marine and fisheries, and was promoted to the portfolio of finance in 1886, a responsibility which he bore with eminent success until 1891. During the session of 1885 he was government leader of the house of commons.

Hon. Sir Charles Hibbert Tupper is the distinguished son of a distinguished father. He studied at McGill and Harvard, graduating LL. B. at the latter institution in 1876. He was called to the bar of Nova Scotia and practised his profession in Halifax. He was returned to the commons as member for Pictou in 1882, and he still represents that constituency. He entered the cabinet as minister of marine and fisheries in 1885, and held that portfolio until 1894. In June, 1882, he was chosen agent for Great Britain in the Behring Sea arbitration which met at Paris. As an acknowledgment of his able services Her Majesty decorated him with the title of K. C. M. G. From 1884 to 1886 he was minister of justice and attorney general. He removed to British Columbia in 1887, where he is now engaged in the practice of his profession.

Hon. A. R. Dickey of Amherst sat in the house of commons from 1883 to 1886, and was a member of the cabinet from 1884 to 1886, having the successive portfolios of state, militia and justice. He introduced the remedial measure on the Manitoba school question.

Hon. Donald Ferguson is a prominent stock raiser and agriculturist of Prince Edward Island. He sat in the provincial legislature from 1878 to 1891 and held portfolios in the cabinet during the whole period. He was appointed to the senate in 1893, and sat in the cabinet without portfolio from 1894 to 1896.

Hon. Sir Louis Henry Davies represents Prince Edward Island in the present federal administration. He studied law at the Queen's School, London, and was called to the bar in 1866. He was one of the British counsel before the International Fisheries Commission in 1877. He sat in the local assembly from 1872 to 1879, and was premier and attorney general from 1879 to 1879. During his administration he passed the Free School act. He was returned to the house of commons in 1882 and has held his seat there ever since. In 1886 he was appointed by Mr. Laurier minister of marine and fisheries. He was made a K. C. M. G. by Her Majesty in 1887.

Hon. F. W. Borden, M. D., has represented Kings Co., N. S., in the house of commons from 1874 to 1882 and from 1887 to the present time. He was appointed to the office of militia and defence on the formation of the Laurier administration.

Hon. William Stevens Fielding is minister of finance in the Laurier administration. He was born and bred in Halifax, and is a veteran journalist, having entered the office of the Morning Chronicle at the age of sixteen, and ably editing the paper for some years. He entered the local assembly in 1882, and became premier and provincial secretary in 1884, graduating to the Dominion cabinet in 1886.

Hon. A. G. Blair, minister of railways, is a native of Fredericton, and was called to the bar in 1866. He entered the provincial legislature in 1873 and became leader of the government, retaining the premier's ship for thirteen years, when he was promoted to the Dominion cabinet.

## THE WEST INDIA COLONIES.

KINGSTON, J. A., Dec. 20.—London advices just received bring promise that the West Indian colonies will enter upon the new year with brighter industrial prospects, owing to the successful launching of the West Indian co-operative union organized on the lines of the California Fruit Union and the Irish agricultural organization, which achieved a wonderfully rapid success. Subsequently various joint co-operative societies and banks will be established by the union. Important results in the direction of obviating the present disastrous economic deadlock are anticipated, the promoters realizing the fact that only artificial conditions hamper the profitable exploitation of those matchless resources which two centuries of devotion to a single industry has obscured. This together with Sir Thomas Lipton's sugar scheme is regarded as satisfactorily solving the West India problem.

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## AT MISPEC.

## The Pulp Mill That Messrs. Mooney are Building.

## Its Highest Roof is One Hundred and Fifty Feet Above Ground Floor.

## A Substantial Wharf Seven Hundred Feet Long, and Pine Vats in Each of Which a Family Might Comfortably Live.

Speaking of pulp mills, the one under construction by the Messrs. Mooney at Mispec is about complete as to the building, and is well advanced as to equipment. A large part of the machinery is on the spot and the work of putting it in place is going on as rapidly as possible. Michael Mooney hopes to see the mill in full operation in March.

A representative of the Sun had a long look through the establishment on Saturday. It is a pretty big place, and even in its unfinished state will stand a more thorough enquiry, but the most cursory view will convince the observer of two things. First, the situation has great natural advantages for the business to be carried on. Secondly, the builders have taken the fullest advantages of the position, and are erecting a mill as convenient as it is substantial.

The Mispec is not usually mentioned among the Canadian navigable streams. Nevertheless it is navigable at high water for large stages to a certain distance from its mouth. This distance is not great, and may perhaps be better computed in yards than in miles, but it is sufficient for the purpose of this pulp mill, and the beauty of it is that where the tide water stops, the water power begins. Where the waterfall meets the tide the pulp mill will be the same spot on which a woolen mill and afterwards a cotton mill formerly stood.

It may surprise some of the St. John people to know that there is a winter port a few miles up the bay, equipped with a substantial wharf 700 feet in length. That is the dimensions of the pulp mill wharf at Mispec. It is not so wide as the Sand Point wharf, but it does not need to be. Yet there will be room for the ships which carry away the pulp, and for the logs that are to be brought in rafts from the St. John river, or from points up and down the bay. Accommodation is also made for the wood which is to come down the stream from Loch Lomond, and which will be conveyed by sluice to the lower part of the mill.

Approaching the establishment from the city and looking at it from the higher ground, one does not take in its full size. The Mispec stream at this level is in a deep hollow. Otherwise there would be no sight of the hill rises abruptly. The buildings stand on the side of this hill. The digesting room floor, which is farthest up the hill, is fifty feet higher than the machinery room floor over the water power. The higher room is a ground floor, and has raised a good deal of excavation. This will give some idea of the way the different departments are terraced above each other. When it is remarked that the outer wall farthest up the hill is over 100 feet high it will be seen that the highest roof is 150 feet above the lower floor. From the time that a chipped wood leaves the huge trough-like bin at the top, until in the form of liquid pulp it passes to the finishing room 150 feet below, and thence still lower to the wharf and the hold of the ship, it requires no external force to move it. The journey is made as easily as falling off a log, and by the same process. Perhaps the cheapest power known to man is the power of gravitation, and this force has been utilized to the fullest extent in the Mispec mill.

To be exact, there are three buildings. The boiler room, which produces steam not for the motive power, but for other purposes, is detached from the other plant. This is for safety from fire. Further protection is afforded by a complete and elaborate system of pipes and hose, which seems to guarantee security, and which reduces insurance rates for the main mill to a minimum. The boiler house is 85 feet long, and stands nearest the mouth of the stream. The pulp mill proper consists of two buildings, which, seen from the outside, are distinct, though connected by a structure between them. Seen from within by passing through the rooms, it seems to be all one house, comprising ten or twelve large rooms, hardly any two on the same level. As a matter of fact the two buildings, which are parallel, one further up the long way up and down stream, are 200 and 155 feet in length. Among the larger rooms are the finishing room, in which the pulp is changed from a liquid to a solid by a screening, drying and pressing process. It is 200 feet by 68. The room where the wood is cut up is 155 by 46. Two or three other rooms appear to be as large as the one last mentioned. It will be seen that there is a considerable floor space in the whole establishment.

This is not a treatise on the manufacture of wood pulp. But it may be said in a general way that in the Mispec pulp mill the wood will be taken down by the water and the stream, and working in a trough, as is done in some saw mills. It is first cut into two foot lengths, and in that form is piled away for use. From the piling place it goes to the wood working room, where a machine takes off the bark. Another device takes the wood, and cut it up into small chips, the help of which turns the chips into liquid pulp, has its limitations. The apparatus has a slight tendency to disperse and finds wooden knots and bark altogether indigestible. A good deal of trouble has to be taken to eliminate these unwholesome elements from its daily food.

From the wood-preparing room to

the very top of the upper building the chipped wood is carried by conveyers, such as are used in grain elevators. This bin, which at the top is nearly the whole length and width of the upper building, narrows to a trough at the bottom and easily discharges its contents through a sort of hopper into the digester. This is a tank and boiler in one, made of heavy iron sections, riveted together, the whole affair lined with brick and immovably strong and weighty. When filled and in operation one of the digesters in this pulp mill weighs 100 tons. Of the two that are now to be placed in position one is already axed. The other experienced shipwreck on the way, and though repaired it has not yet arrived at its destination. The digesters are made in Portland, Maine. The wood goes into this digester in the form of chips. It comes out in liquid pulp form after some twelve hours cooking in bi-sulphide. The product is blown out, ten tons at a time, and poured through pipes into huge tanks.

The sulphur which is used, with a base of lime, plays an important part in the digestive process. Moreover, it is quite a contract to get it prepared and infused into the mass.

The room next to that containing the digesters has a furnace where sulphur is burned. The sulphur comes from Sicily. The furnace did not come so far. It was made at Fleming's establishment in St. John from a design furnished by Mr. Mooney, and suits like a charm. The gas given off by the burned sulphur is carried through pipes below the floor until it has been cooled, after which it is introduced into tanks of lime water, or milk of lime. There are half a dozen of these vats, having a capacity of 5,000 gallons each. They are simply tubs made of red pine staves hooped with crew bands of iron. These and the much larger tanks to be mentioned later, are of southern red pine, and are fine specimens of cooping work, the product of an establishment in Boston. The lime water takes up a fixed quantity of gas. When one tank is charged the surplus is carried to another, and so on until the demands of all are satisfied. There is a storage method for the final surplus. The residue from the tanks where the lime is called absorbing tanks. Three retaining tanks, each of 20,000 gallons capacity, and a like number of storage tanks, each of 22,000 gallons, are for holding the charged and uncharged lime water. A family might be housed quite comfortably in one of these vats, which are lined with brick and lead, and with their iron bands appear to be capable of bearing any reasonable strain.

It is the business of the sulphur furnace, its gas pipes and the lime tanks to supply the substance used in the process of digestion. The product of the sulphur and wood exposed together in proper proportions to a proper temperature for a proper time is pulp in a rudimentary form. That is what happens. How it comes about is another story.

From the digester the pulp starts upon its downward course. Three hundred and twenty-four hours a sufficient quantity will be "blown out" to make ten tons of the dry product. But here again provision must be made for storage. There are two pulp tanks which receive the fluid. These are also fine samples of cooping. Each is 28 feet long, 16 feet in head, and is feet broad, and each will contain 20 tons of pulp. The big finishing room is below these tanks, as they are below the digesters, and in this room will be machinery gathered from many countries, and especially from Austria. Pulp which goes from the tanks a thickish fluid comes out of the final process in dry sheets one sixteenth of an inch thick, cut up in squares and packed in bundles ready for shipment.

The washing processes require much water, and this is furnished by the Mispec stream. There is an 80 feet head at this place. From the dam over 100 feet high, a fine stream of water is brought by a flume to the turbine wheels of Sherbrook's machine, which furnish the power for the machinery. A subsidiary pipe brings water to the higher level, where it is filtered for the mechanical processes. There are three filters, all huge tanks, with an elaborate outfit of copper and lead filters at the bottom.

Every 24 hours 2,500 gallons of water will pass through these filters. This is a larger supply than is absolutely necessary to make 30 tons of pulp, but there is no need to be stingy about water where the supply is ample. It may be mentioned here that while the company is putting in all the machinery and plant for a 30 ton mill, room is provided for double the capacity. The power (600 h. p.) is sufficient for a 60 ton outfit. The retaining and storage tanks are on a 60 ton basis. The sulphur plant is enough for that production. The digesting room has space for two more digesters, and space is reserved for two more pulp tanks. The equipment of the woodworking room will need very little change, if the capacity is doubled, and in the finishing room 60 tons can be handled in a day. It is expected that if all goes well the mill will be started in March at a 30 ton rate, and that if it proves successful the capacity will soon be doubled. Obviously the larger operation would give greater profits, as the increase of capacity could be secured with a comparatively small preliminary outlay, and the larger operations could be carried on with an expenditure proportionately smaller.

Still a 30 ton mill is a fairly large industry. It will employ 100 men in the building alone. It will use up 9,000,000 feet of timber annually. It will furnish 9,000 tons a year of transatlantic cargo. It will probably distribute annually in this country \$100,000, nearly all of which will in the last analysis be paid for labor. If St. John were used it would be so much better for the place. But it appears that at the beginning time will be imported. The home product is said to be deficient in magnesia, for which reason the supply will be imported until some way of getting over the difficulty is discovered.

It is well known that parties in Great Britain are taking the chief interest in this mill. These stockholders are paper manufacturers, and their own paper mills consume three or four times as much pulp as the mill will produce at the beginning. Even when the capacity is doubled it will not

begin to meet the wants of the parties in the mother country. The question of a market for the pulp is thus settled from the start.

Michael Mooney, who learned a part of what he knows of the pulp business while engaged in the mill at Chatham, prepared the plans of the mill. They were forwarded to the architects and engineers employed by the parties interested abroad, and were approved. Mr. Mooney has personally supervised the construction and equipment of the mill. During a great part of the year some 200 men were employed on the ground, making Mispec a busier place than ever it was in its previous chequered history. The bricks were manufactured by the Mooney brothers, but this and every other part of the work that could be so dealt with, was performed by the mill, and contract at competitive prices. Some heavy tubing and other iron work was furnished by Waring & White of this city, and a large quantity of castings were made at Chatham.

The whole structure and equipment has solidity about it such as one sees in English mills. Mr. Mooney does not give information as to prices and outlay. He does not even say what is laid for a digester. But it is the estimate of some others who seem to know something about pulp mills that the mill could not be built and fitted up for less than \$250,000.

While the equipment was going on some discoveries were made as to vagaries of the customs department. Both the digesters and the tanks were brought to Canada in sections all ready to put together. The duty on pulp digesters is not so high as the duty on parts of machinery, or on rivets and other elements which go to make up the article. Mr. Mooney suggested that the article should be classed for duty as a digester, but this view did not prevail. He had to pay about twice as much duty as if it had been so classed. The tanks were made in Boston and shipped to this place in the form of hoops, staves, etc. If the customs department had proceeded as it did with the digester they would have classed the goods as staves and hoops. But in this case they treated the article as a finished manufacture and imposed a duty about double what would have been charged on the pieces. This appears to be a sort of heads-up win. It tells you lose method of interpretation.

## FELL NEARLY 50 FEET.

A University of Maine student named Shaughnessy, belonging in St. Stephen, N. B., had a narrow escape Sunday night from instant death, says the Bangor News. Shaughnessy boards at Spence's, on the Stillwater road, and other students were suffering from a room in the third story of the building. Shaughnessy, so it is reported, stepped out on the window sill, and losing his balance, fell to the ground, a distance of 40 or 50 feet. His companions rushed to his assistance and found that his injuries were very severe. Dr. Rayner, of Grand Falls, was called and made an examination. He found one rib broken and it is feared that Shaughnessy suffered internal injuries.

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