

BURDOCK'S
 Regulates the Stomach, Liver and Bowels, unlocks the Secretions, Purifies the Blood and removes all Impurities from a Pimple to the worst Scrofulous Sore.

BLOOD
 CURES
 DYSPEPSIA. BILIOUSNESS
 CONSTIPATION. HEADACHE
 SALT RHEUM. SCROFULA
 HEART BURN. SOUR STOMACH
 DIZZINESS. DROPSY
 RHEUMATISM SKIN DISEASES

BITTERS



Sealed Tenders addressed to the undersigned, and endorsed "Tender for Grand Etang Work," will be received at this office until Friday, the 27th day of September next, inclusively, for the construction of a wharf at Grand Etang, Inverness County, Nova Scotia, according to a plan and specification on to be seen at the Post Office Grand Etang, and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on form supplied, and signed with the actual signatures of tenderers.

An accepted bank cheque, payable to the order of the Minister of Public Works, equal to 10 PER CENT OF AMOUNT OF TENDER, must accompany each tender. This cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest of any tender.

By order,
 E. F. E. Roy,
 Secretary.

Department of Public Works,
 Ottawa, 2nd August, 1891.

London Rubber Stamp M'g Co.

Rubber and Metal Stamps,
 Notarial Seals.

Photograph Copying Pads,
 Stencil Cutters, &c.

322 HOLLIS ST., Halifax.

Old Chum

(CUT PLUG.)

OLD CHUM
 (PLUG.)

No other brand of Tobacco has ever enjoyed such an immense sale and popularity in the same period as this brand of Cut Plug and Plug Tobacco.

Oldest Cut Tobacco manufacturers in Canada.

D. Ritchie & Co.

MONTREAL.

Cut Plug, 10c. 1/2 lb Plug, 10c.
 3/4 lb Plug, 20c.



Canada Atlantic
 AND
 Plant S. S. Line.
 FAST DIRECT ROUTE
 BETWEEN
HALIFAX and BOSTON.
 By the well-known Steamers,
HALIFAX and OLIVETTE,
 Sailing every Tuesday, Thursday and Saturday.
 Through Tickets for sale at Stations Intercolonial Railway. Write for folders and information to
 H. L. CHIPMAN,
 Agent, Halifax, N. S.

EXSHAW'S BRANDY.

A High Class Champagne Cognac. 20,000 Cases exported to India in 1892. **J. EXSHAW & CO.,** BORDEAUX, FRANCE. Drank in every OFFICERS MESS in the BRITISH ARMY.

Every Bottle protected against fraud by a PATENT WIRE ENVELOPE.
J. E. ALBRO, Halifax, Sole Agent for the Maritime Provinces.

NOW IS THE TIME TO USE

Peptonized Beef & Ale
 THE GREATEST STRENGTHENING TONIC.

Why Thousands of Physicians Prescribe it.

"A boon to the Medical Profession."—J. Milner Fothergill, M. D., London, Eng.
 "Of special value to nursing mothers."—J. N. Love, M. D., St. Louis.
 "Valuable to my La Grippe patients."—Jno. B. Hamilton, M. D., Chicago.
 "As a Nutrient Tonic it has no equal."—T. J. Yarrow, M. D., Philadelphia.
 "The desired article in vomiting of pregnancy."—Dr. Hawley & Hawley, College Corner.
 "It is a great Builder without a doubt."—W. C. Wile, A. M., M. D., Danbury.
 "I get better results from it than from any other nutrient."—Wm. Porter, M. D., St. Louis.
 "It is an essential and admirable remedy in exhaustive stages of disease."—S. D. Richards, M. D., Detroit.
 "I endorse it as a real food of great value."—E. Chancellor, M. D., St. Louis.
 "It has more virtues than you claim for it."—James P. Prentley, M. D., Chicago.

FOR SALE BY ALL DRUGGISTS.

MINING.

THE COAL FIELDS OF BRITISH NORTH AMERICA.

III.

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SHIPBUILDING.*

Iron and steel have so completely superseded the use of wood in shipbuilding that the demand for wooden vessels in Canada, as elsewhere, is now extremely reduced. In consequence, the wooden shipbuilding industries of Nova Scotia, New Brunswick, and Prince Edward Island have almost died away, or are practically confined to the small class of vessels used in the pilot or fishing service of Lower Canada; and it does not seem probable these can ever be revived, as the root of decay does not appear to exist, as some critics maintain, in the fiscal policy of the present government, but in the world-wide transition of constructive material. In proper time, however, iron shipbuilding must become a profitable industry, for in Nova Scotia, at least, a remarkable resemblance between the districts of the Tynne and Wear and the county of Pictou exists. The Province, especially in that locality, is fully supplied with high-class iron ores, suitable for steel, or pigs, very fine coal, and every facility for blast furnaces, and rolling mills, quite irrespective of the geographical position of its fine harbors, which practically fulfil the same economic conditions towards Canada and her industries as do the minerals and ports of the North of England towards British industries and neighboring foreign markets. The steel and pig iron industries now in full swing, supported entirely by native capital, indicate that capital with prudent enterprise are alone needed to make the iron ships of Nova Scotia almost as eagerly sought after in the present market as her wooden vessels formerly were. The reasons why iron shipbuilding in Canada must develop are too complex for complete explanation here, but that the general basis of this, as of every other native industry, is wheat, the production or non-production of which implies a sliding-scale of national prosperity. Shipbuilders should not overlook Canada at this stage of her industrial and agricultural development. Agriculture as the base of all things has at last passed through a series of transitions which have carried the great wheat-producing and cattle-raising districts thousands of miles further west, where it is now carried on by an ever-increasing number of new comers; the great strain upon the public of constructing enormous railways is now relaxing; and with these two important changes is allied the marvellously improved crops. The result has been that the innumerable mortgages which have oppressed the country, especially the farming communities, for so many years, have been lifted or lightened; all kinds of industries have advanced, and, principally owing to the capital released from mortgage investments, vast sums of money have been recently thrown idle. The re-investment of this money is now an absorbing topic. The most favorite investment in Canada for something like ten years past has been bank stocks, but in the natural course of things these choice investments are limited; in fact all the bank stocks are now securely held for dividend purposes by fortunate possessors. Next come mortgages; these, as observed, are diminishing, owing to the improved commercial condition of the whole country, and the next species of investment remains to be adopted. From a careful review of the situation, and a critical intercourse with all the most eminent political or commercial authorities of Canada, I am not at all confident that minerals or rails will be the new choice of investment, for the valuable mineral is already held for speculative purposes, saleable only at figures which would result in over-capitalisation, and the country has had quite enough of railroads for some time to come; besides, supply at present practically equals demand in both cases. But as far as shipping is concerned, none of these circumstances prevail to the same degree. Ever-broadening markets, increased production of wheat, flour, and breadstuffs, with choice cattle exports, promise an entirely new field for speculation, especially as these have even now begun to react very favorably on the native industries. Take the coal trade as an example of this. In 1884, 230,000 tons of coal from all quarters was quite sufficient to satisfy the demands of Montreal; but in 1891, 562,000 were delivered in the St. Lawrence from the Nova Scotia mines.

It took about 300 trips of the colliers to carry this quantity, and cost from 12 to 14 cents per minute for transportation and sundry charges during the seven months of open water. The success of the Pacific liners of the Canadian Pacific Railway may also be mentioned as an index of improved shipping prospects in Canada. These vessels have practically driven their American rivals off the ocean in the particular branches of Japanese trade patronised by the Stars and Stripes, and the proposed swift line to Australasia will mark another stage in the growth of British America's mercantile marine, especially as this new line will provide a route superior for speed and economy to those of Suez, Panama, or New York and San Francisco. The Canadian Government very properly takes an active interest in everything in any way associated with this industry, and a Department of Marine has been established, which administers the coastwise and deep-sea traffic in an exceptional manner. In brief, steel or iron shipbuilding is to be the next great industrial feature of the progress of the Dominion of Canada and the intimate relation of such to the great Inter-Atlantic Coal Regions of peninsular Nova Scotia and insular Cape Breton affords another uncontrollable proof of the incredible prosperity which awaits the coal fields of British North America.

*Communicated by C. Ochiltree Macdonald to London "Fair Play."

PURNER'S EMULSION of Cod Liver Oil still remains and justifies the good opinion of the best medical practitioners. Its virtues are attested by thousands of its patrons everywhere.