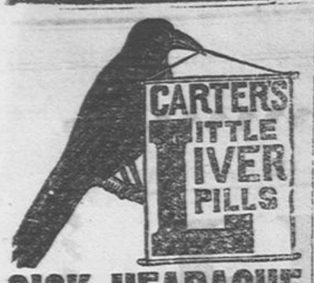

SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.

Substitution

the fraud of the day.

See you get Carter's,

Ask for Carter's,

Insist and demand

Carter's Little Liver Pills.

Cook's Cotton Root Compound

Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, $1 per box, No. 2, 10 degrees stronger, $3 per box. No. 1 or 2, mailed on receipt of price and two 3-cent stamps. The Cook Company Windsor, Ont. Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 sold in Lindsay by E. Gregory, druggist.

Pyny-Pectoral

A QUICK CURE FOR

COUGHS AND COLDS

Very valuable Remedy in all affections of the

THROAT or LUNGS

Large Bottles, 25c.

DAVIS & LAWRENCE CO., Limited

Prop's. of Perry Davis' Pain-Killer

The Weekly Post.

LINDSAY, FRIDAY, FEB. 10, 1899.

THE TRENT VALLEY CANAL

PETERBORO ANXIOUS TO HAVE THE WORK COMPLETED.

A Public Meeting Held to discuss the Project.

At a meeting of Peterboro citizens held on Thursday, Jan. 26th, Trent Valley Canal matters were very fully discussed. Mr. Carnegie made a very interesting address in support of a speedy completion of the canal, from which we make the following extracts.

With regard to the resources and requirements of this large districts Mr. Boyd, of Bobcaygeon, estimated that from two to four million tons of forest products alone can be taken from each of some dozen of townships were this outlet provided for their transport, and the taking out and manufacture of which would call for the employment of an immense amount of labor for years to come.

The late Mr. Rathbun, of Deseronto, expressed the opinion that if the work can be accomplished for an expenditure of $10,000,000 it would not be a bad investment for the general interests of the country; that it would be a cheap way of getting coal back through the district; that it would regulate to a certain extent the freight charges on all the grain raised through the section; that it would open up a large field for individual enterprise in a small way; and that it would attract great numbers of tourists from the other side, who would make use of it as a means of getting to the back lakes with yachts, pleasure boats, etc., who would, before many years, expend hundreds of thousands of dollars in the country every year; that there is not now and never will be accessible to railways, and that in his opinion the canal will bring more facilities for transportation to a larger area of country than would be the case if the same amount that would be required for the completion of the canal were expended in extending the railways no matter where you might locate them. He also attaches great importance to the influence which the canal would exert as a government work in regulating the freights—there being periods or occasions when all the means of transportation combined are insufficient to meet the demands. And to which Mr. Rathbun might have added that at such times non-competing points have always to stand aside until the competing points are served.

Here too, in this district along the shores of this waterway we have the county towns of Peterborough, Lindsay and Barrie, the towns of Port Perry and Orillia, and the incorporated villages of Hastings, Ashburnham, Lakefield, Bobcaygeon, Fenelon Falls, Beaverton and Holland Landing, and all of which will have water communication with each other as soon as the two divisions now under way are completed, a line of water communication of about 180 miles in length, which only requires the construction of about eleven miles of canal and the canalization of about eight miles of river to give it connections with Montreal, and the construction of about another 13 1/2 miles of canal to complete it to the Georgian Bay. What such a connection with Montreal would mean to the people of the whole district and more than three times what it does manufacturing interests may be imagined when it is stated that it now costs fifty per cent more to carry a bushel of wheat from any of our county towns to Montreal than it does from Chicago to the same point, and more than three times what it deso from Buffalo to points on the canal or to New York; that in 1897 course frieghts were carried from New York to Buffalo and intermediate points at from 40c. to 70c. per ton, and general merchandise at from 50c. to $1 per ton, while it now costs $2 a ton to get pig iron from Montreal to Peterborough. Taking these facts in conjunction with the figures supplied by Capt. Campbell it is not too much to predict that the local affect of opening up water communication with Montreal would be to reduce present rates of freight to and from that point by from 50 to 57 per cent.

I observe that both Toronto and Montreal aspire to becoming the Buffalo of the St. Lawrence route. Montreal may become so, but if she does it will only be by bringing the Trent water route up to such a state of perfection that the combined rates of freight between western points and prevailing at the same time from the same points to Buffalo.

So far, however, as Toronto is concerned I cannot see how she can ever become the Buffalo of Canada. Buffalo is the eastern terminus of what may now be called the middle sized navigation, while Toronto is not and never can become the terminus of any line of water communication. If vessels from the west come through the Welland canal they are not going to stop midway down Lake Ontario to transfer their cargo to another lake vessel at Toronto, but will certainly carry it on to Kingston if not to Montreal. As for the Toronto-Georgian Bay scheme it is very nearly on a par with the one last mentioned. Granted, as I do freely grant, that the Georgian Bay ports, and especially Midland, are the proper calling places for the grain trade of the West, yet if at any of these points takes to the rails it will stay there until it reaches its destination, wherever that may be on this side of the Atlantic, whether it go by the longer route by way or Toronto or by the shorter, by way of Midland and Peterboro. Toronto has already made an attempt to make the trade stream run up hill, and if she persists in the present one she will meet with as signal a failure as she did with her narrow gauge railway some years ago, whereby she hoped to make Toronto the transhipping point of the whole of the province of Ontario.

The sooner Toronto realizes that she is not the whole province, and that no cry of Ontario! Ontario! is going to hoodwink the people of the Midland district into supporting schemes which, as Mr. Rathbun points out, will prove inadequate for our purposes, and also that the route from

And particularly that the route from the great lakes to the seaboard is not by way of Toronto, but to Midland and thence by either rail or water, and in all probability very soon by both, to Montreal is the natural one the better it will be for all concerned.

If Toronto's citizens, instead of running away to James' Bay for trade would look nearer home and inform themselves as to the resources and character of the country through which a waterway of 180 miles may be said to be already completed and commencing almost at their own doors, they would not be long in realizing that the trade of this district is of infinitely more value than the simple transhipping of several millions of bushels of grain, and that although they may as well make up their minds first as last to the loss of a considerable portion of its present and prospective trade, yet the increased population which will speedily find a home within tis borders, combined with that of those already there, will so increase its trade as to leave a larger and more valuable portion than that which they now enjoy for them, i.e., if their city can serve for the people of the Midland district as well as those of Montreal.

SCIENCE AND LIFE.

We are Indebted to the Former for the Latter.

Science Gave us Dodd's Kidney Pills—Dodd's Kidney Pills Give us Security From Death—Mr. Charles Dean's Case Proves This Claim.

London, Feb. 3.—At this season, when everybody one meets is complaining of "The Grip," "Backache," or some other similar complaint, it comes as a relief to know that there are some diseases from which people can free themselves at very slight expense, and scarcely any trouble.

When we find that these diseases have for centuries been looked upon as incurable, and have carried hundreds of thousands to untimely graves, we have reason to be thankful to science and its votaries, who have given us the means to free ourselves from this horrible nightmare of Death.

As everyone knows Kidney Diseases have, until less than 10 years ago, been looked on as utterably incurable. Hundreds of thousands have died of them. Until lately there was no medicine known to man that would either relieve or cure them.

To-day, thanks to the wonderful medicine known throughout the civilized world as Dodd's Kidney Pills, Kidney Diseases are no more dangerous than a common cold.

Proof of this fact has been given by thousands of startling cures, by Dodd's Kidney Pills, in cases that the best physicians had "given up."

The latest evidence in this city comes from Mr. Charles Dean, an employee at the City Hotel.

Mr. Dean suffered for three years with terrible pains in his back. He could get no relief from any of the many medicines he used.

One day a friend advised him to try Dodd's Kidney Pills. He did so. As a result he is now as strong and well as he ever was. Dodd's Kidney Pills, he says are worth their weight in gold. So they are to victims of Kidney Disease.

LEGS LIKE STOVEPIPES.

Kidney Irregularities Developed Into Dropsy—South American Kidney Cure Cured Him

South American Kidney Cure is doing every day for hundreds what it did for this steamboat man out in Lincoln County. Through exposure while sailing he contracted kidney disease and in a short while dropsy developed, so that his legs swelled as large as stovepipes. Doctors held out no hope of his recovery. He was recommended to use this great kidney specific, and the result that in a few weeks' treatment he was able to resume his work again a cured man, feeling stronger and heartier than he had for years. Sold by A. Higinbotham and P. Morgan.

Marriage Licenses

At Britton Bros., Jewellers,

Kent-st., Lindsay.

Much in Little

is especially true of Hood's Pills, for no medicine ever contained so great curative power in so small space. They are a whole medicine chest, always ready, always efficient, always satisfactory; prevent a cold or fever, cure all liver ills, sick headache, jaundice, constipation, etc. The only Pills to take with Hood's Sarsaparilla.

Hood's Pills

THE GRAIN ROUTE.

TORONTO CAN NEVER BECOME THE BUFFALO OF ONTARIO.

Elevator and Other Terminal Facilities Necessary—Midland's Claim—Work of George Laidlaw.

(Toronto Globe, Jan. 30th.)

The wide and deep interest taken in the discussion of the best grain routes from the Georgian Bay to the eastward is an encouraging indication that the country is willing and anxious to take practical measures to secure its proper share of the enormous volume of this carrying trade, that has hitherto gone mainly by way of Buffalo.

To secure this share we must provide on the largest scale the very best and latest elevator and other terminal facilities at Georgian Bay ports, at Toronto, at Montreal, and other eastern ports.

The retiring president and the incoming president of the Toronto board of trade refer to this all-important question, and express the opinion that Toronto should be the "Buffalo" of Ontario in handling the through grain trade. That is natural and proper; but is Toronto enterprise ready with Toronto capital to provide at once a dozen or half dozen of the latest and largest grain elevators, similar to those in use at Buffalo?

Montreal must simply quadruple its elevator capacity and shipping accommodation, and as the energetic minister of public works, Mr. Tarte, is going heart and soul into the work of harbor improvements there is good reason to expect that Montreal capital and enterprise will do its share in providing elevator and other facilities.

As part of a general plan the country will no doubt cordially approve of liberal expenditure in harbor improvements at Toronto, but one condition should be sternly imposed. If the Dominion government improves the harbor and bay the city should so change its sewage system that the waters of the bay would be clear and limpid.

The Dominion government may with propriety make such harbor improvements in Georgian Bay ports as may for local and general considerations be deemed advisable.

But when Toronto papers and even presidents of the Toronto board of trade advocate the improvement of the railways from Georgian Bay ports to Toronto practically at the public expense, on the ground that it is a "national undertaking" and that theirs is the "national route," an issue of a different kind is raised.

It will be extremely difficult, if not impossible, upon the principles that have hitherto determined government aid to railways—either Provincial or Dominion—to make out a case for government subsidy towards providing airline railways from any Georgian Bay port to Toronto. If ample elevator facilities are provided at Toronto and at Collingwood or Owen Sound the improvement of the railway portage must be left to the railways themselves, with such local aid as our bonus-vexed towns and counties may be likely to give, which would not be much.

If the required elevator facilities are provided at the places named and the grain trade flows that way, the railways may surely be depended upon to make their lines equal to the new demands upon them.

But if all this is done will the grain—that we may suppose is coming in an enormous volume to Georgian Bay ports—and there elevated to cars—will this grain take to the water again at Toronto? That, I take it, is the main hope and inspiration of Toronto's new energy in this matter.

Mr. Rogers and Mr. Kemp are geographically astray in their Alnaschar dream for making their beloved city "the Buffalo of the business." By looking at the map it will be seen that some Georgian Bay port is on geographical grounds better entitled to this high ambition. Out of regard for the feelings for the rest that Trade I do not venture to say a better Parry Sound or Midland should share the title and that Toronto, Parry Sound and Midland, like eastern port of Midland, is the more [illegible] at the great fresh water ocean [illegible] half a dozen or more railways eagerly competing for the grain in the elevators, and from Buffalo to the east the railways string out to the Atlantic ports.

Midland and Parry Sound are geographically more like Buffalo in position to handle the trade. They are the more eastern ports, but they are only just beginning. When they have ten times as many elevators as they have now—and they will have them in ten years—and when they have double-tracked railways to the east—as they will have—the similarity will be more obvious.

Grain in cars at Midland can be hauled via Lindsay or Port Hope, or via Lindsay and Peterboro' to Belleville—the more likely place—about as cheaply as it can be hauled from Owen Sound or Collingwood to Toronto; and when at Belleville it is so much farther east—towards its destination.

If the grain via Georgian Bay is going to take water, will it not go to Belleville, thence down the St. Lawrence? It will if the elevator and other facilities are provided at Belleville, and if the Grand Trunk will carry it as cheaply, which it can and will do.

If it is to be a "national grain route" the Grand Trunk has it from Midland via Lindsay and Peterboro' to Belleville, there to take water, if you will, or on by rail to Montreal. This is the shortest route and the easiest one to grade, from Georgian Bay to Montreal, and a large part of it is double-tracked. The harbor at Midland is beyond all question the deepest, most capacious and most accessible on Georgian Bay. The mechanic could tie up against the elevator there. Build more elevators at Midland and at Montreal next year and the grain trade by the true and only "national" route via Lindsay and Belleville will be quadruped in 1900. Mr. Hays has declared that he intends to stand by and develop the Midland-Lindsay route, and that is the natural and wise policy for the Grand Trunk.

As "Viator" in his very able review of the question in The Globe demonstrates, time and return freights are very important factors in the profitable working of the big lake freighters. As to time, a big freighter from Chicago or Duluth can make Midland, discharge her cargo of grain, and almost get back to her starting port before a similar vessel leaving Chicago or Duluth can get to Buffalo and discharge. That must be a very important factor as to lake navigation. It will enable the Midland-bound vessel to make nearly six trips while the Buffalo-bound vessel is making three. It nearly doubles the freight-carrying capacity of the Midland-bound vessel in the season. Or the Midland-bound vessel can afford to run light part or all of the return trip. If from Chicago they can and do take up iron ore cargoes at Escanaba or other northern Michigan ports for Chicago.

The Globe recently called out for "a John Booth" to rise up and put new life and vigor into Toronto's railway projects. A correspondent of The Globe last week prayed for another George Laidlaw to come to the rescue. I am afraid Toronto does not offer much encouragement for the Booths and Laidlaws of the future. George Laidlaw gave a dozen of the best years of his life in public-spirited exertions in the foundation of railway enterprises that have laid broad and deep the foundations of Toronto's present supremacy in this province, and that have ensured for her a commanding position in the general business of the most highly favored and most prosperous province on this continent. He died broken and discouraged in solitary grandeur on the shores of Balsam Lake. He was too sanguine, too enterprising; he was ahead of his time.

But George Laidlaw is not forgotten. Some time after his death the Toronto Board of Trade resolved to place in their rotunda a marble memorial of the man who had done so much to promote the city's largest interests. Has that been done? For the encouragement of the future Laidlaws it would be interesting to have some assurance of the fact over the signature of the President of the Board of Trade, and if it has not been done Toronto may well deserve to have the legend, "side-tracked because she was ungrateful and forgetful," written over the arches of her main gateways.

LINDSAY.

Lindsay Jan. 28.

CANADA'S NEW SETTLERS.

The arrival of the first contingent of Doukhobors has revived the flood of mis-statement and partisan mendacity respecting the policy of the government and the action of the Department of the Interior in conection with these people. In spite of repeated explanations and definite statements of the arrangements made by the government in their behalf, opposition papers persist in deliberately declaring that the government has undertaken the expenditure of vast sums of public monies to bring them to Canada, and house, feed and clothe them until the spring. As a matter of fact, and this has been reiterated time and time again, the department is doing very little more for the Doukhobors than it and its predecessors have been doing for many years past in the pursuance of the policy formulated by the government of Sir John Macdonald, and continued by succeeding administrations.

A part of this policy has always been to offer a bonus of $5, or to be exact, one pound sterling, on each whole ticket, to European agents of steamship companies, and this has been all the monetary assistance given, the immigrants themselves being looked after on their arrival, to the extent of being met by interpreters and other officials qualified to render them general assistance in their strange and unknown surroundings, and provided with shelter in the immigrant sheds while awaiting transportation into the interior. Care is taken at the port of embarkation to ascertain that the emigrant has some means of providing himself with the necessaries of life upon his first arrival and while an occasional pauper, entirely destitute is found in the company upon its arrival, these of necessity are saved from actual starvation by the authorities, such cases are few and far between.

Then on reaching Winnipeg, or even further west the newcomers are given opportunities to take up the government purchase homesteads, not that business or railway, and rents has more than doubled this year, and the yet more significant fact that the much abused Galicians, another class or section of immigrant, have taken up, by free grant and purchase, more land proportionately than any other class, proves beyond cavil that the right sort of people to come to the country. At first the government gave an additional grant of $1.50 over and above the regular $1.50 a departmental grant. In other words the government agreed to make a bonus $6.50 in place of $5, and to give the money to the society having the arrangements in hand, instead of to the steamship agents. Some confusion threatened, however, from the fact that the steamship grant of $5 was only paid on adult or whole tickets, so a re-arrangement was made by which the extra bonus of $1.50 was dropped and the regulation of one pound sterling paid to each man, woman and child arriving in port. This leaves the total grant practically unchanged but simplifies the arrangement.

The proper financing of so large a scheme was an undertaking of unusual difficulty, but has been successfully met, and a committee of prominent business men and representative Doukhobors has been appointed in Winnipeg for the purpose of supervising the expenditure of the grant, and not a cent is paid out until the item is examined and approved by the committee. To further assist in expending the money to the best advantage, government immigration agents at the various points of destination have purchased supplies for the use of the new arrivals, paying for the same out of the aforesaid grant which remains in the hands of the government for that purpose. It is therefore absolutely untrue and misleading to state, as is being persistently done by opposition papers, that the government has contracted to house, feed and clothe these people until the spring at the public expense, and those making the charge are well aware that it is false. Moreover, it should be noted that, whereas, hitherto, the per capita grant has been paid to foreign agents, and therefore sent out of the country, the money in this case is being spent on supplies right here and every dollar returns into the pockets of the taxpayers. These little points appear to escape the notice of opposition papers, but they are worth noting.

So much for the actual facts as to the government's policy. The calumnies that have been so freely disseminated regarding the character and customs of these people may be safely left to die a natural death as time proves their utter lack of substance. All reports since their arrival more than verify the good character given them at first, and even those most antagonistic now admit that a finer lot of foreigners never landed on Canadian soil. The latest horrible discovery, that their marriage rite is unattended by any ceremony, beyond the public mutual acceptance of each other by the principals, is raising a perfect howl of virtuous indignation, but it may soothe the lacerated sensibilities of our ultra-purist friends to learn that this is the exact counterpart of the marriage ceremony of the Society of Friends or Quakers, (than whom there is not a more respected and right-living sect in existence), in England and elsewhere, and such marriages have always been recognized by the state and respected by the community. It also differs very little from a form of Scotch marriage which has sufficed in thousands of cases and has always been recognized by the law of the land.

A CARD.

Mr. Ed. Heintzman, 208 Monroe Ave., Hoboken, N. J., advises all men who are weak and who desire a speedy and perfect cure to write to Dr. Gustav H. Bobertz, 252 Woodward Ave., Detroit, Mich.

ST. ANDREW'S CHURCH

INTERESTING ANNIVERSARY SERVICES ON SUNDAY.

Two Eloquent Sermons by Rev. D. C. Hossack M. A., LL.B., of Toronto.

Beautiful weather, large congregations, able sermons, fine singing and good collections, characterized the anniversary services in St. Andrew's church Sunday. Rev. D. C. Hossack, M.A., LL.B., Toronto, was the preacher of the occasion, and sustained his reputation as a man of great pulpit ability. Tall, portly, of florid complexion. Rev. Mr. Hossack is in appearance, the Canadian Henry Ward Beecher, and in his sermons he has much of Beecher's style, both in thought and in delivery. Mr. Hossack preached two very able sermons Sunday, of which we give the morning one in brief and the evening one in extended synopsis.

The morning lesson was the story of the Shunamnite's son. The sermon was based upon this, the text, being II Kings, 5, 23, "It shall be well." We cannot live in our own strength. Prosperity and gifts and wealth lead to forgetting God but when trial comes, we cannot exist without the Divine Helper and the heart cries for a living God to console.;

Perhaps the heaviest thunderbolt of grief conceivable is the death of an only child. It is a beautiful lesson of faith that even then could this mother say, "It is well." The great law of association by which we love church and homeland connects us to God in trouble. We need not the medium of the prophet but may each be our own priest and take our trouble directly to the Father.

Like Elisha's servant, many Christians have the form and lack the spirit. There is nothing in the form to please God. Christ founded no college, but taught. His disciples by baptizing them with His spirit. The story is also a beautiful picture of the resurrection and teaches that prayer prevails. We should receive more, if we asked. Never God is a King and prayer was never unanswered, because of asking too much.

As frost dispels autumn's brilliant landscape, so foliage but reveals vision. All may grief gives us wide our limitations, have faith, over kingdom of God as a and receive th have wonderful faith child. Children becoming like them, we shall not be despondent, when adversity comes and the battle of life goes against us. Let us have that priceless faith that we may say it shall be well.

The text for the evening discourse was Deut. 22, 8: "When thou buildest a new house then shalt thou make a battlement for thy roof, that thou bring not blood upon thine house, if any man fall from thence."

The law of Moses is a rich mine of wisdom. From it much of the world's legislation comes and our law is Mosaic through and through. Law is restriction, and restriction is universal. The history of reform is the history of restriction, e.g., the acts prohibiting labor of children in mines and factories. The regulations regarding sleigh-bells, life-preservers and qualifications for medical lawyers are further illustrations of restriction. So with the battlement upon the house restricted the liberty of the top of the house and compelled him to put around the roof of his new house a battlement. This was to protect himself and his family, but also to protect the stranger, who might come to his house.

Shall I put a battlement about my soul? And do I put around battlements more for others than for myself? My neighbor is more to me than I am myself. "I don't [illegible] I have a right to be happy." We should be good, rather than be happy. We can't be good, without doing good. The influence of a good man, of one unselfish and thoughtful for others, is fragrant and potent forever. Arnold of Rugby and Sir Philip Sidney are shining examples. In the last analysis, you stand on the right side or the wrong side; you can't be on the fence, and the great body of the people will judge you rightly; you can't deceive them all the time.

The highest type of christian is not the one who does the most for his own soul, but the one who does the most for others. Christ and St. Paul were the most notable examples. The test I should apply to my life and actions is not "I can do this and it doesn't hurt me," but can I do this and not hurt my brother." A six-footer can wade through a stream five feet deep without any trouble, but his five-foot brother can't. A carpenter can walk a plank at a dizzy height, but few others can. "Not what I do without injury to myself, but what I can do without injury to the weakest man in the community, should be my test."

What battlements can I put about my soul? First, the battlement of independence of thought. Young men ought to think for themselves. Youth is no time to sow wild oats, to be thoughtless and careless. That may do for old age, but young men should be earnest and thoughtful; they should have grit, valor, strength, courage. The tendency of the age is to rob them of this, to rob the young man of his manhood. But the young man who has his bible and trusts in his God will be independent in thought and strong in life, and will have power in temptation and difficulty to say "Yes" or "No."

Habit is a great battlement. We form habits unconsciously often, and the great place of their formation is the home. The home should be sacred, and anything that tends to weaken the home is a dangerous thing.

Aspiration, a higher ideal of life, is another great battlement. We have too low a view of life. The speaker graphically sketched the men "of the earth, earthly," grovelling here for riches, fame or social position. Let us look up. "Sublimity is in your blood; you're the children of the King." The fallen man may still aspire. Silver lost and trampled in the mud is silver yet. Let us aspire.

Patience is one of the greatest battlements. Time is slipping away. We can't use the past. There is so much to be done, we grow impatient at our pace and are tempted to do a little wrong here and there to perfect our work. Yet that must not be. It never pays to do anything unworthy, no matter how grave the necessity seems to be. Patience is the great Anglo-Saxon characteristic, and through it God has blessed that race and the world. Waterloo proved the patience of Wellington's troops and won the day, and saved Europe. "All things come to him who waits," says the old proverb, and with much truth.

The greatest battlement of the soul is religion. Morality will not suffice; spirituality alone will meet the highest needs. And what a change religion works in a man! Peter at the trial and Peter at Pentecost, show how wonderfully a man may be changed by the in-working of religion. All truly great men of the world's history have this religious spirit, or spirit of self-sacrifice.

Men say sometimes that religion is for old women and young children, but not for strong men. Not so; it is for all life. History furnishes no finer example of religion in a strong man's life than in the case of Oliver Cromwell, "The Greatest Englishman." His rule of life was to do always the thing he thought God would have him do. When the king's officers came to tax him upon the land his own toil had reclaimed from the marsh, he considered carefully what he ought to do. His duty was clear; he sent the royal officers back with a refusal.

Cromwell was brought up on the Psalms of David, the best school in the world—around the fireside. His life was colored by the Psalms, and his cause ringing through at every one words, "Let God arise, let his enemies be scattered." In the charge of his battalion in the final great battle of the Civil War, in the greatest temptation of his life, when the kingship was pressed upon him everywhere throughout his life, rang out the old Psalm, "Let God arise, let his enemies be scattered."

Religion is good for every man in every stage of life. As your greatest battlement take the love of Jesus, who died to save all men from their sin.

USE YOUR NATIVE COMMON SENSE.

When You are Laid Up with Stomach Trouble,

Take the Only Medicine that Cures by Removing the Cause of the Complaint—That Medicine is Dodd's Dyspepsia Tablets, the Only Sure Dyspepsia Cure.

You wouldn't die of thirst, if you knew that plenty of pure cold spring-water was close at hand!

You wouldn't think anyone would suffer the tortures of Dyspepsia, Indigestion, Constipation nor Heartburn, if he knew that he could easily get a medicine that will cure those complaints, as completely as water will quench the thirst!

There is such a medicine. It is within easy reach of every man and woman in the country. And its name is DODD'S DYSPEPSIA TABLETS.

If you suffer from dyspepsia, Indigestion, Constipation, Sick Stomach, Nervous Headache, Heartburn, Biliousness or any other Stomach or Liver Complaint, use Dodd's Dyspepsia Tablets. They'll cure you as surely and as completely as a drink of cold water banishes thirst.

Dodd's Dyspepsia Tablets are made for the single and special purpose of curing diseases of the Digestive Organs and the Liver. They won't cure toothache nor diphtheria.

But they will cure any and every disease of the Digestive Organs. They cure it the only possible way—by removing the cause of the disease.

Dyspepsia, Constipation, etc., are all caused by inperfect digestion. Dodd's Dyspepsia Tablets make the digestion prompt and perfect by digesting the food, themselves.

While they are doing this, Dodd's Dyspepsia Tablets tone, stimulate and strengthen the Liver and Digestive Organs and put them in condition to do the work thoroughly.

That's all the secret there is about the remarkable success of Dodd's Dyspepsia Tablets. Try them. They'll convince you by curing you.

Dodd's Dyspepsia Tablets are sold by all druggists, at fifty cents a box, six boxes $2.50; or they are sent on receipt of price, by The Dodd's Medicine Co., Limited, Toronto.

KICKED HIS PHYSICIAN.

"Never Leave His Bed Alive," Said the Doctor—South American Rheumatic Cure Does the Miracle.

Mr. Granville Height, of Sparta, Ont., says his father who is a very old man, was very low from a severe attack of rheumatism. His physician assured the family he would never leave his bed alive. A friend took a bottle of South American Rheumatic Cure to him. A few days later upon receiving a visit from the doctor, he ran across the room, and playfully administered a hearty kick. He is now up and as well as ever. Sold by A. Higinbotham and P. Morgan.

WHISKEY IN A MAIL CAR.

More of it in Vehicles Used for the Same Purpose—A Protest in the North Hastings Election.

A protest has been lodged against the election of Wm. J. Allen, the conservative member of the legislature for North Hastings. The extraordinary charges are: That J. P. Whitney, M.P.P., Harry Corby, M.P., M.B. Morrison, Q.C., during the campaign

car on the train on the Central Ontario Railway and at the stations and by other persons, agents of Wm. John Allen supply large quantities of whiskey and other intoxicating liquor to meetings of electors assembled to promote the election of the said William John Allen, and to other persons at other times voters in said electoral district.

"That Mr. Allen himself had in his possession in his conveyance and in the possession of his agents large quantities of whiskey and intoxicating liquor, which were carried from place to place, and were used when canvassing.

"That shortly prior to said election day the St. Anthony Lumber Co., of which Edward C. Whitney is president, and of which J. P. Whitney is a shareholder, by their foreman, agents and servants did make use of restraint, and did by threat of dismissal from the company's employ and of other injury, harm, damage or loss, prevent and hinder the employees of the said company who were opposed to the said William John Allen from voting at said election.

"That at the polling station at Bridgewater, W. R. Miller, the deputy returning officer, Frank J. Thompson, the reeve, and Dr. Harper, of Madoc, did conspire to prevent voters from voting by the pretence that voters were ill with diphtheria, and that for that reason they were debarred from voting.

What to Eat

and enjoy it and feel comfortable after it, is the all day, everyday wail of the indigestion patient. Advice—Eat, all wholesome things, don't worry, and take Dr. Von Stan's Pineapple Tablets to aid Nature in doing the stomach's work. They're a mild tonic, act gently on the bowels, they prevent and relieve distress. Pleasant and positive. 35 cents. Sold by A. Higinbotham and P. Morgan.

Better be Safe than Sorry.

Too much publicity cannot be given to the warning given by Dr. P. H. Bryce, Ontario's exceptionally efficient Health Officer, in his quarterly report just issued, in which he says: "Smallpox is again present in this province, while its prevalence in surrounding states, with its appearance among immigrants from a European port, and its presence in Quebec, Manitoba and British Columbia call for the prompt action of the local boards of the province in preparing for its approach, by at once taking steps for a general vaccination of our people, who have neglected this precaution since the Montreal outbreak in 1895."

ST. JOSEPH'S CONVENT.

Results of the January Examination

Following we give the marks obtained by pupils of St. Joseph's convent during the month of January:

Senior Fourth.—Total, 1100: Annie O'Callaghan, 840; Nettie Power, 836; Ella Brady, 816; Mary Conlon, 809; Emma Landry, 783; Jo. Fleming, 766; Bertha Hettgar, 757; Maggie Diament, 724; Lizzie Taylor, 697; Mary Tangney, 682; Josephine MacIntosh, 648; Maude Cairns, 514; Mary Hurley, 511; Lila Haslam, 403.

Junior Fourth.—Total, 500: Mary Flurey, 366; Lizzie Prechette, 372; Stella Jordan, 371; Lizzie Scully, 358; Eliza Spratt, 357; Lily Burke, 329; Er. Martha O'Connor, 93.

Senior Third.—Total, 820: Jennie Meehan, 735; Nellie Kearney, 731; Ethel Nealon, 688; Laura O'Neill, 584; Clara Kennedy, 561; Josephine Tangney, 519; Lena Brown, 539; Nellie Meehan, 532; Maria Bueyea, 527; Nellie Kingsley, 507; Nellie Doran, 503; Katie Tangney, 409; Annie Foley, 391; Jennie Power, 362; Mabel Bush, 349; Lena Cote, 345; Florence Giroux, 344.

Junior Third.—Total, 760: Clara Barnett, 492; Mary Scully, 445; Maggie Franks, 430; Annie O'Connor, 410; Kate Maye, 375; May Mulvaney, 350; May Miller, 331; Maggie Kenny, 293.

Second Class.—Total, 460: Annie Curtin, 415; Laura MacEvoy, 105; May Lee, 388; Martha Diament, 376; Agnes Doran, 361; Annie Murphy, 360; Blandina Primeau, 358; Rose Leddy, 329; Teresa Murphy, 314; Julia Murphy, 304; Mary O'Neill, 303; Teresa Mattell, 293; Annie O'Neill, 269; Annie Jordan, 267; Mary O'Brien, 264; Agnes Giroux, 254; Lizzie Dwyer, 240; Loretta MacDonald, 200.

Senior Part Second.—Total, 285: Grace Podger, 260. Katie Jordan, 255; Jennie MacMahon, 239; Rosaline McHugh, 234; Mary Scully, 222; Florence O'Callaghan, 218; Annie Tangney, 210; Nellie McGrath, 198; Beatrix Hennessey, 192; Josephine Birgeneau, 155; Rose Giroux, 154; Rose Birgeneau, 150; Maggie Connors, 128; Lena Lee, 117.

Junior Part Second.—Total, 220: Bernice Pyman, 180; Mary Killen, 173; Nellie Cote, 167; Sarah Trotter, 159; Regina Leary, 139; Hazel Duck, 125.

Medical Treatment on Trial to Any Honest Man.

THE FOREMOST MEDICAL COMPANY IN THE WORLD IN THE CURE OF WEAK MEN MAKES THIS OFFER.

Health and Energy Assured; Happy Marriage, Good Temper, Long Life.

IN all the world no doctor or institution has treated and restored so many "weak men" as has the famed ERIE MEDICAL COMPANY of Buffalo, N. Y.

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They repair drains on the system that sap the energy.

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They give full strength, development and tone to every portion and organ of the body. Failure is impossible and age is no barrier.

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