



A prominent Southern lady, Mrs. Blanchard, of Nashville, Tenn., tells how she was cured of backache, dizziness, painful and irregular periods by the use of Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—Gratitude compels me to acknowledge the great merit of your Vegetable Compound. I have suffered for four years with irregular and painful menstruation, also dizziness, pains in the back and lower limbs, and fitful sleep. I dreaded the time to come which would only mean suffering to me."

"My health is all wanted, and cure if possible. Lydia E. Pinkham's Vegetable Compound brought me health and happiness in a few short months. I feel like another person now. My aches and pains have left me. Life seems new and sweet to me, and everything seems pleasant and easy."

"Six bottles brought me health, and was worth more than months under the doctor's care. I have not had any return of my ailments. I am satisfied there is no medicine so good for sick women as your Vegetable Compound, and I advocate it to my lady friends in need of medical help."

"When women are troubled with irregular, suppressed or painful menstruation, weakness, leucorrhoea, displacement or ulceration of the womb, that bearing-down feeling, inflammation of the ovaries, backache, bloating (or flatulence), general debility, indigestion, and nervous prostration, or are beset with such symptoms as such symptoms as faintness, lassitude, excitability, irritability, nervousness, sleeplessness, melancholy, 'all-gone' and 'want-to-be-left-alone' feelings, blues and hopelessness, they should remember there is a tried and true remedy. Lydia E. Pinkham's Vegetable Compound at once removes such troubles. Refuse to buy any other medicine for you need the best."

A Severe Case of Womb Trouble Cured in Philadelphia. "DEAR MRS. PINKHAM:—I have been cured of severe female troubles by the use of Lydia E. Pinkham's Vegetable Compound. I was nearly ready to give up, but seeing your advertisement I purchased one bottle of your medicine, and it did me so much good that I purchased another, and the result was so satisfactory that I bought six more bottles, and am now feeling like a new woman. I shall never be without it. I hope that my testimonial will convince women that your Vegetable Compound is the greatest medicine in the world for falling of the womb or any other female complaints."

Remember, every woman is cordially invited to write to Mrs. Pinkham if there is anything about her symptoms she does not understand. Her address is Lynn, Mass. Her advice is free and cheerfully given to every ailing woman who asks for it.

THE CAMPAIGN UNDER WAY.

A SPLENDID RALLY AT THE LIBERAL ROOMS OCT. 13TH. Addressed by Senator Hugh, Rebt. Kennedy, J. P. Donald, Dr. Totten and the Candidate, Mr. E. J. McLaughlin. There was enthusiasm to burn at a recent rally of electors in the Liberal Committee Rooms adjoining the Evening Post office. Every space was occupied and standing room was at a premium. The sight was inspiring and an augury of success. Addresses were delivered by Mr. Sir Robert Kennedy, the chairman, Senator McHugh, Dr. Totten, Mr. J. P. Donald and Mr. E. J. McLaughlin. The candidate, the Senator's speech was brief but trenchant, and was loudly applauded. He referred to the record upon which the Laurier Government appealed to the people, and in closing he condemned in scathing terms the slanders against Mr. McLaughlin and himself contained in Col. Hughes' lying campaign manifesto, which was a tissue of falsehoods from start to finish, and was a sample of the methods adopted by Hughes at every opportunity. In the present campaign the question of a better and cleaner representation. A good government was bound to benefit Conservatives and Reformers alike, and if the electors of Victoria and Hantsville chose Mr. McLaughlin as their representative they could get a man who would work out without costing for the best interests of the people of the riding, and of the country, and one who would become the tool of corporations and grafters. (Cheers.) Mr. R. J. McLaughlin spoke for over half an hour, and was listened to with deep attention. In opening he expressed his regret that Col. Hughes had seen fit to start the campaign with a tirade of abuse and slander, and by claiming credit for almost every good work done in Canada and much of what had been accomplished in Greater Britain. (Laughter.) He claimed to have initiated the Lindsay, Bobaygonon & Port Huron Railway, but the facts were that the charter was first secured by Mr. Boyd and Mr. John A. Barco, and the railway would have been built long ago were it not

GOVERNMENT OWNERSHIP OF THE G.T.P.

Opposition to That Innovation Has Been One of their Strong Planks—What Mr. Charles Tupper and other Prominent Men of the Party Said on the Subject—Some Interesting Reading.

It is easy to understand why Mr. Tupper, in his Ontario tour, is saying little or nothing about his proposal for Government ownership of the operation of a transcontinental line. He dropped his first scheme, that of 1903, for mixed Company and Government ownership across the continent, because his followers who were condemning the Government policy as extravagant could not with any show of decency advocate a plan of operations that would have cost very much more. His final proposal for Government ownership and operation all the way, has been carefully ignored by the Montreal Gazette and other influential newspapers on that side. It cannot possibly suit the Canadian Pacific authorities, since a Government line operated in competition with that road, the managers not caring whether they made both ends meet or not, would prove disastrous, if not ultimately ruinous. Nor does it suit the average high and dry Tory who has no hankering for experiments in Socialism, and no particular favor for those who have. Further, it flies in the face of all the traditions and doctrines of the Tory party, not merely those of an age long past, but those held and

debated 1903, p. 1384 in a speech containing those words: "This I will say, speaking for myself, I am opposed to Government-owned running railways, and if we are to take the Intercolonial Railway as a sample to guide us in the future, all I have to say is, God protect us from the financial results that must follow if the Government are to own and run many other roads in the future."

"I watched the operation of the railways in Australia when I was there. They are Government railways, and they are operated as well as they can be done by individuals." Dr. Sproule is a leading Tory, though not altogether persona grata with Mr. Borden. His views on the subject will be found in Hansard, January 20, 1884, when Sir John Macdonald proposed to hand over the construction of the Canadian Pacific down to that time carried on as a Government work, to the present Company.

"In every instance where I have been able to take the sense of the country I have invariably found that it was their desire to have the railway built by a company and not by the Government. The history of the construction of all public works shows that they cost more when constructed by the Government than when constructed by private Companies. We have had some little experience of



Canada's FIRST LINE OF DEFENCES. THE AMMUNITION WAGONS. THE RESERVE FORCES. THE LINE OF FORTIFICATIONS ALONG THE WESTERN BORDER.

preached by leaders still in the flesh. In his speech at the Crow's Nest Railway (June 18, 1897) Sir Charles Tupper filled several columns of Hansard with denunciations of Government ownership, Mr. Maclean, M.P.—his many friends call him Billy Bryan Maclean because of his high regard for the well-known Populist leader—was counselling Government ownership for that line in his newspaper, the Toronto World, and Sir Charles paid his respects to him in these words:—"I learned with infinite pleasure that the Government had abandoned the idea of intention of building this railway (the Crow's Nest Pass Railway) as a Government work. I am quite aware that a portion of the press is giving a considerable impetus to the Opposition has put forward this policy of the construction of the road through the Crow's Nest Pass as a Government work. I confess that I was astounded to find that, with the evidence that we had before us on the result of the construction and operation of Government railways in Canada, a single intelligent man could be found in the House, or out of it, who was prepared to advocate such a policy in this case."

from a general point of view, than they were some twenty years ago, they still of Justice called in to the tentation, a few minutes ago, to the fact that this was due to the very low rates which were charged in the rates there are lower than in any other Dominion made, it would be found that the general tariffs on railways which are operated through the old and thickly settled country, will not differ so very much from those which prevail in the Maritime Provinces as general would infer from the Hon. gentleman's remarks. "At all events, I venture the statement in my opinion—and I believe my opinion will be confirmed by any person who has experience in railway business—that if the Intercolonial Railway as it is today, and by a Company organized for that purpose it would show a handsome profit, and that could be made without adding one dollar to the charges either for freight traffic or passenger service."

A still more prominent Conservative, Sir George Drummond, who, being a leading figure in the sides being the foremost man in equal Canadian business world, is equal- ly opposed to Mr. Borden's policy. This is what Sir George said in the Montreal Herald of July 5th, 1904: "I am deeply opposed to the Government ownership and operation of railways. The Intercolonial Railway has been so managed that it is a loss to the Government, and that is why I am wholly opposed to the Government owning and controlling railways. They might possibly own the rails, but they would not run them, but they would not run them, but they would not run them, but they would not run them."

turning railroads in Canada and we may ask, it cost us in one year \$710,085 to run the Intercolonial Railway, a road 800 miles long, passing through three settled Provinces where there is a large trade, which must be the cost of running a road 2,700 miles long, running for nearly its whole length through a country that is unsettled?"

Coming back to recent times, another prominent Tory, Senator Wood, of Moncton, who has had good opportunities of studying Government ownership and operation on the Intercolonial, has delivered two speeches of late in which he has taken strong ground against the present railway. He is now advocating the first will be found in Senate Debates, June 23, 1897, the second Senate Debates, July 4, 1899. Here are one or two brief extracts from the latter:—"In the discussion which took place two years ago, in 1897, I ventured to express the opinion which I entertained then, and which I entertain still, that it was not desirable, feasible, or could be prevented, that the Government should own and operate railways in Canada. I do not believe that, as a function of the Government, a railway can be operated as economically or as successfully as it can be by private Companies."

"During twenty years the receipts of the Intercolonial from freight traffic increased from about half a million to over a million and a half dollars. It increased three-fold in about twenty years. The passenger traffic increased in about the same proportion. Instead, however, of the net results improving under these conditions, it appears that the working expenses have kept pace with the increase of receipts from both freight and passenger traffic, and the net results from the extensions which have hitherto been made, are no better, by an absolutely independent Commission, but that is almost an impossibility. It would be almost impossible to keep them in a non-partisan position, and very difficult even if they owned the roads and leased them."

CASTORIA. The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment. What is CASTORIA? Castoria is a harmless Substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It cures Dizziness and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend. GENUINE CASTORIA ALWAYS Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought In Use For Over 30 Years.

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Blankets and Robes. We have solid comfort in the way of Blankets and Robes. Cloth, Fur and Fur-lined Coats, Lined and Unlined Gloves and Mitts, Trunks and Valises. Colonial Stock Food, and Berliner Gramophones. Old Records exchanged Free. H. J. LITTLE, 93 KENT ST.

How To Keep Horses Well. That's a problem every farmer and stockman has to solve in winter. Lack of exercise—dry feed—weather changes—all upset the digestion. Horses often eat heartily, yet get thin—hair stands on end—feet tired and dull. Season the feed with Myers' Royal Spice. It changes winter into summer for horses. Makes dry hay as sweet as green grass—gives an extra relish to corn and oats—and keeps the horses strong and fat on less feed. Feed Myers' Royal Spice for the rest of the winter—see how much better the horses are—how easily they do hard work—and how much less your feed bills come to. Let us send our illustrated booklet on horses and cattle, it is free—but very interesting and handy for reference. Myers' Royal Spice Co., Niagara Falls, Ont. & N.Y.

KING DEAD AT DRESDEN. Earthly End of the Monarch of Saxony Was Peaceful. Dresden, Oct. 15.—King George of Saxony died at Pillnitz at 2.25 o'clock this morning. His end was peaceful. His son was present at the deathbed. King George of Saxony, who was born at Pillnitz, on Aug. 8, 1852, succeeded to the throne on the death of his childless brother, Albert, on June 19, 1902. In May, 1899, he married at Lieben, Marie Anna, a sister of the King of Portugal, who died in February, 1884. There were five children—the Princess Mathilde, Princess Marie, Prince Jean-Georges and Prince Maximilian. In the war of 1870, King George held the rank of field marshal of the German army. He was taken ill in the early part of last June. Another Insurance. Cape Haytien, Hayti, Oct. 14.—The Haytien exiles have gathered near the frontier preparing to enter Hayti and attempt an insurrection against President Nord in favor of Gen. Findin. News Salomon Must Pay \$2000. Hamilton, Oct. 14.—After deliberating for three hours a jury brought in a verdict of \$800 for Miss Bingley, who sued Reeve Salomon. Bingley, for \$10,000. After promising to marry Miss Galloway, the aged receive fitted her because his sisters were opposed to the match. Giving a Mandate. London, Oct. 14.—(C. A. P.)—Hon. Mr. Asquith, addressing his constituents at Leyton, Essex, said that to give a mandate to assemble a conference of the cabinet was a preferential basis.