205 BODIES ON DEATH SHIP

Cable Steamer Arrives at Halifax With Victims of Titanic

A despatch from New York says: Two hundred and five bodies of the victims of the Titanic disaster have been picked up at sea by the cable steamer Mackay-Bennett, and were brought back to Halifax. Bodies are floating upon the sea many miles east and west in latitude 41.35 north and longitude 48.37 west, says the wireless from the "death ship."

The following despatch was received on Thursday by the White Star Line through the Cape Race (Nfld.) wireless station: "Drifting in dense fog since noon Wednesday. Total picked up, 205. Bodies are in latitude 41.35 north, longitude 48.37 west, extending many miles east and west. Mail ships should give this a wide berth. Medical opinion is that death has been instantaneous in all cases, owing to pressure when bodies drawn down in vortex."

Of the 205 bodies recovered by the Mackay-Bennett, only 43 have been identified, leaving 162 unidentified dead on board.

HAYS, ASTOR AND STRAUS.

A despatch from Halifax, N. S., says: The cable steamer Minia arrived alongside the Mackay-Bennett near the scene of the Titanic disaster at midnight Thursday, and on Friday morning at 6 o'clock recovered the body of Charles M. Hays, late President of the Grand Trunk Railway. This is the first body picked up by the Minia. These particulars reached here in a wireless message through Sable Island. The bodies of John Jacob Astor and Isador Straus have been identified and embalmed aboard the cable steamship Mackay-Bennett, according to an official wireless despatch received by the White Star Line offices on Friday.

The news of the identification of J. J. Astor and Isador Straus came in a wireless despatch relayed by the steamship Caledonia to the Cape Race wireless station. It simply read.

"Further names—William Ale; F. Dutton, J. Stone, Philip J. Stokes, Edwin H. Petty, William Dashwood, W. Hanton, Thomas Anderson, A. Laurence, J. Adam, A. Boothby, Ragozzi Abel, J. Butterworth, A. Robins, Chas. Louch, Olsen F. Penny, Charles Chapman, Albert Wirz, Achille Wallens, Carl Asplanade, J. S. Johnson, H. Allen, W. Anderson, H. P. Hodges, J. P. Talbot, J. M. Robinson, K. A. Hell, J. W. Gill, A. Johnson, A. Lilly, Ed. Barker, G. F. Bailey, O. S. Woody, P. Hewitt, P. Connors.

"Following been embalmed—C. C. Jones, Isador Straus, Reg. Buller, H. H. Harrison, T. W. Newell, John Jacob Astor, Milton C. Long, W. C. Dulles, H. J. Allison (Montreal), George Graham, (Toronto), Jacob Birnbaum, Austin Partner (Ottawa), F. F. White, Pyroll W. Cavendish, Hendrick J. Zillner."

This makes ninety-two bodies identified.

MAX AS STORY TELLER.

"The eternal progression of the imperishable soul," was one of a number of fine phrases let fall in the course of Mr. Max Pemberton's lecture on "Literature and Travel," given recently in London.

Illustrating insular ignorance the lecturer told of a countryman who was shown some kangaroos at the Zoo. "What are these?" he asked. "Natives of Australia," was the reply. "Oh, heavens!" he exclaimed, "my sister married one of them!"

An American lady who professed

Mr. Max Pemberton.

to be a reader, said she knew Scott well. "Do you know 'Ivanhoe'?" asked a dour Scott. "That's fine!" she said. "'The Lady of the Lake'?" "Still better," "'Quentin Durward'?" "A great book." "Scott's Emulsion?" "The finest of them all!"

The following story was told by a judge to Mr. Pemberton just before he came to the City Temple. Two ladies being in Warwick Prison, the governor visited the cells, and said to one of the prisoners: "Of course, you will have to observe all the conventions of the prison." "Yes," she said, "but I wish to make a communication." She was told she must make it in writing. She replied. "It is an urgent communication, and I wish to make it before a witness." The governor sent for the chaplain and the doctor. When they were all in the cell, the prisoner said: "I want to tell you that no gentleman comes into a lady's room with his hat on!"

THE OLD PLEA.

He "Didn't Know It Was Loaded."

The coffee drinker seldom realizes that coffee contains the drug, caffeine, a serious poison to the heart and nerves, causing many forms of disease, noticeably dyspepsia.

"I was a lover of coffee and used it for many years and did not realize the bad effects I was suffering from its use. (Tea is just as injurious as coffee because it, too, contains caffeine, the same drug found in coffee.)

"At first I was troubled with indigestion. I did not attribute the trouble to the use of coffee, but thought it arose from other causes. With these attacks I had sick headache, nausea and vomiting. Finally my stomach was in such a condition I could scarcely retain any food.

"I consulted a physician; was told all my troubles came from indigestion, but was not informed what caused the indigestion. I kept on with the coffee and kept on with the trouble, too, and my case continued to grow worse from year to year until it developed into chronic diarrhea, nausea and severe attacks of vomiting. I could keep nothing on my stomach and became a mere shadow, reduced from 159 to 128 pounds.

"A specialist informed me I had a very severe case of catarrh of the stomach which had got so bad he could do nothing for me and I became convinced my days were numbered.

"Then I chanced to see an article setting forth the good qualities of Postum and explaining how coffee injures people, so I concluded to give Postum a trial. I soon saw the good effects—my headaches were less frequent, nausea and vomiting only came at long intervals and I was soon a changed man, feeling much better.

"Then I thought I could stand coffee again, but as soon as I tried it my old troubles returned and I again turned to Postum. Would you believe it, I did this three times before I had sense enough to quit coffee for good and keep on with the Postum. I am now a well man with no more headaches, sick stomach or vomiting and have already gained back to 147 pounds." Name given by Canadian Postum Co., Windsor, Ont.

Look in pkgs. for the famous little book, "The Road to Wellville."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

A little tip will often cure a waiter of deafness.

PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Prices of Cattle, Grain, Cheese and Other Produce at Home and Abroad.

BREADSTUFFS.

Toronto, April 30.—Flour.—Winter wheat, 90 per cent. patents, $4.00, at seaboard, and at $4.00 to $4.10 for home consumption. Manitoba flours—First patents, $5.70; second patents, $5.20, and strong bakers', $5, on track, Toronto.

Manitoba wheat—No. 1 Northern, $1.11 1-2, and No. 3 at $1.07 1-2, Bay ports. Feed wheat, all-rail, 74 to 77c.

Ontario wheat—No. 2 white, red and mixed, $1.01 to $1.02, outside.

Peas—No. 2 shipping peas, $1.25, outside.

Oats—Car lots of No. 2 Ontario, 49 to 50c, and No. 3 at 47 to 48c, outside. No. 2 Ontario, 52 to 52 1-2c, on track, Toronto. No. 1 extra W. C. feed, 51c, and No. 1, 50c, Bay ports.

Barley—48 pounds at 88 to 90c, outside.

Corn—No. 3 American yellow, 67c, Toronto freight, and kiln-dried at 90c.

Rye—Prices nominal at 90c.

Buckwheat—70 to 72c, outside.

Bran—Manitoba bran, $25, in bags, Toronto freight. Shorts, $27.00.

COUNTRY PRODUCE.

Apples—$3.50 to $4.50 per barrel.

Beans—Small lots of hand-picked $2.65 to $2.75 per bushel.

Honey—Extracted, in tins, 11 to 12c per lb. Combs, $2.50 to $2.75.

Baled Hay—No. 1 at $16 to $16.50, on track, and No. 2 at $14 to $15; mixed clover, $11 to $12.

Baled straw—$9 to $10, on track, Toronto.

Potatoes—Car lots of Ontarios, in bags, $1.75, and Delawares at $1.90. Out-of-store, $1.85 to $2.

Poultry—Wholesale prices of choice dressed poultry:—Chickens, 16 to 18c per lb.; fowl, 10 to 12c; ducks, 15 to 17c; turkeys, 20c. Live poultry, about 2c lower than the above.

BUTTER, EGGS, CHEESE.

Butter—Dairy, choice, 27 to 29c; bakers, inferior, 22 to 23c; creamery, 33 to 34c for rolls, and 31 to 32c for solids.

Eggs—New-laid, 22 to 23c per dozen in case lots.

Cheese—New cheese, 15 1-2 to 16c per lb.

HOG PRODUCTS.

Bacon—Long clear, 13 to 13 1-2c per lb. in case lots. Pork, short cut, $22.50 to $23; do., mess, $19.50 to $20. Hams—Medium to light, 17 to 17 1-2c; heavy, 15 to 15 1-2c; rolls, 12 to 12 1-2c; breakfast bacon, 17 to 18c; backs, 19 to 20c.

Lard—Tierces, 13 1-4c; tubs, 13 1-2c; pails, 13 3-4c.

MONTREAL MARKETS.

Montreal, April 30.—Oats — Canadian Western, No. 2, 54c; do., No. 3, 50c; extra No. 1 feed, 51c; No. 2 local white, 50c; do., No. 3, 49c; do., No. 4, 48c. Barley—Manitoba feed, 65c; malting, $1.05 to $1.10. Buckwheat—No. 2, 74 to 75c. Flour—Manitoba Spring wheat patents, firsts, $5.80; do., seconds, $5.30; strong bakers', $5.10; Winter patents, choice, $5.10 to $5.35; straight rollers, $4.65 to $4.75; do., in bags, $2.15 to $2.25. Rolled oats—Barrels, $5.35; bag of 90 lbs., $2.55. Millfeed—Bran $25; shorts, $27; middlings, $29; mouillie, $30 to $36. Hay—No. 2, per ton, car lots, $15.50 to $16. Cheese—Finest westerns, 13 1-2 to 14c. Butter—Choicest creamery, 27c; seconds, 26c. Eggs—Fresh, 23 to 23 1-2c. Potatoes—Per bag, car lots, $1.85 to $1.90.

UNITED STATES MARKETS.

Minneapolis, April 30.—Wheat—May, $1.12 1-8; July, $1.13 1-2; September, $1.05 1-4 to $1.05 3-8; No. 1 hard, $1.15 3-8; No. 1 Northern, $1.14 5-8 to $1.14 7-8; No. 2 Northern, $1.12 5-8 to $1.12 7-8; No. 3 wheat, $1.10 5-8 to $1.10 7-8; No. 3 yellow corn, 79 1-2 to 80c. No. 3 white oats, 55 to 55 1-4c. No. 2 rye, 90c. Bran, $24.00 to $24.50. Flour, first patents, $5.10 to $5.40; second patents, $4.75 to $5; first clears, $3.50 to $3.80; second clears, $2.30 to $2.80.

Buffalo, April 30.—Spring wheat, no offerings; Winter, No. 2 red, $1.18; No. 3 red, $1.16; No. 2 white, $1.17. Corn, No. 3 yellow, 83 1-2; No. 4 yellow, 82c; No. 3 corn, 81 3-4 to 82 3-4c; No. 4 corn, 80 to 80 1-2c, all on track through billed. Oats, No. 2 white, 62 1-4c; No. 3 white, 61 1-4c; No. 4 white, 60 1-4c. Barley, malting, $1.24 to $1.38.

LIVE STOCK MARKETS.

Montreal, April 30.—Choice steers at $7.50 to $7.75, good at $7.00 to $7.25, and lower grades from that down to $5.50 per cwt. Choice cows sold at $6.25 to $6.50, good at $5.50 to $6, and common stock as low as $4.50 per cwt. There were a few choice bulls offered, which met with a good demand at $6.50, and good ones at $6 to $6.25, and the lower grades at from $4.75 to $5.75 per cwt. Calves ranged from $2.00 to $8.00 each, as to size and quality. A few spring lambs sold at $3.00 to $6.00 each, and some yearling lambs at $7.25 to $7.50 per cwt. Sheep brought $5.00 per cwt. Selected lots of hogs sold from $9.40 to $9.50 per cwt., weighed off cars.

Toronto, April 30.—Cattle—Extra choice heavy steers, for butcher and export, $7.25; good medium to choice butcher loads, $6.40 to $6.80; mixed light butcher, $5.50 to $6; common, $3.50 to $5.45; canners, $2 to $3; choice butcher cows, firm, at $5.25 to $6.25; bulls, $5 to $6.25. Stockers—Steady demand at $5.25 to $6 for good quality; extra choice heavy feeders, $6. Calves—Good veal, $6.50 to $8.50; bobs, $2.50 to $3.50. Sheep—Market steady. Choice ewes, $5 to $6.50; yearling, $8 to $9; bucks and culls, $4 to $5; spring lambs, $4 to $7 each. Hogs—Market firmer, at $8.75, fed and watered, and $8.30 to $8.35, f.o.b.

If you want knowledge you must toil for it; if food you must toil for it; and if pleasure you must toil for it. Toil is the law.

ARMENIAN JUST ESCAPED

Found Boat on Titanic And Threw it Into The Ocean

A despatch from Brantford says: David Varthanian, an Armenian, 24 years of age, one of the steerage survivors of the Titanic, arrived here on Wednesday night to join Brantford friends. Four of Varthanian's comrades, who were bound for Hamilton, were lost. Varthanian was later joined in this city by Ashan Kricorian, a compatriot, who escaped in the same boat as Major Peuchen. Kricorian is the man who Major Peuchen and the quartermaster mentioned as being found crouching in the bottom of the boat. Kricorian had a broken arm, and when commanded to take an oar and row was of little use owing to his injury.

Kricorian's chum, Varthanian, through an interpreter, told a thrilling story of the disaster from the viewpoint of the steerage passengers, who had just finished a concert before the ship struck. Nearly all had retired, and were awakened by revolver shots from the officers.

When Varthanian and his comrades got up they were ordered to remain in the back part of the ship and put on life belts. All obeyed orders except a hundred, for whom the supply on hand was short. About half an hour after the crash all the steerage passengers had to move back, the water getting into their apartments. Varthanian with a number of other foreigners found a boat, and threw it into the water, and all jumped. He was later pulled in, and there were so many different nationalities that none understood each other.

The Titanic went down when the foreigners were about 30 yards distant. The sinking of the boat threw all the foreigners back into the water again, but Varthanian was again fortunate enough to get picked up.

The Armenian spent three days in a New York hospital, secured a new suit of clothes, a ticket for Brantford and $10 before leaving.

MAKING SAFE INVESTMENTS

PROSPECT OF APPRECIATION IN INDUSTRIAL STOCKS ONLY REASON FOR BUYING THEM.

This is Greatest Just After Industrial Depression and Least During Good Times—Not a Proper Investment for Anyone Who Has to Depend on Income From Investments.

The articles contributed by "Investor" are for the sole purpose of guiding prospective investors, and, if possible, of saving them from losing money through placing it in "wild-cat" enterprises. The impartial and reliable character of the information may be relied upon. The writer of these articles and the publisher of this paper have no interests to serve in connection with this matter other than those of the reader.

(By "Investor.")

The safety of an investment in an industrial stock as we saw last week depends to no small degree on the nature of the product which the company manufactures. Perhaps equally as much, however, it depends on the men at the head of the company. When you hear that an experienced miller like the late Robert Meighen is at the head of a milling company, you naturally conclude that the company will be run properly. On the other hand, if you learn that a man whose whole experience has been in the steel and iron business is to manage a cement company you naturally hesitate before buying the cement company's shares. That in the case of the Canada Cement Company Mr. Jones proved himself to be quite as successful as a "cement man" as he did an "iron man," only goes to show that there are exceptions to every rule.

However, not alone on the name of the general manager should one purchase an industrial. Not long ago an experienced investor in Toronto hesitated over purchasing an otherwise extremely desirable industrial bond for the sole reason that the business reputation of one of the directors was not entirely to his liking. When such a man hesitates on account of one director when a bond is the subject of enquiry, much more should one consider before buying an industrial stock. Moreover, not only must a man be careful that the directors are not dangerous men, but it is essential that they be business men of experience—not mere "dummy" directors. When one sees the name of such a man as Sir Edmund Osler, or D. B. Hanna, or Z. A. Lash, and, of course, scores of others whose names appear on the directorate of our best and most carefully managed companies, on the board of a new company or one in which we consider investing, it is quite certain that, although it is no guarantee of success, it is a foregone conclusion that mismanagement or dishonesty will not need to be feared.

So in considering safety of an industrial stock always scan well the list of directors.

When that is done, however, the safety of the average industrial stock is not excessive, except in the case of preferred shares, which are usually reasonably safe as a business man's investment.

The rate of income in an industrial stock should be high to compensate for other weaknesses. B. C. Packers Common pays 6 per cent. and sold most of the year at around 75, at which price the income was 8 per cent. on the capital invested. At the present time the prospect of a bonus has put the stock higher; but an industrial common stock should yield about 8 per cent, unless there is some very good reason for the stock to sell higher while a preferred stock should return at least 6 3-4 to 7 per cent.

It is quite impossible to make any general statement with respect to the convertibility of industrial shares. On an average, however, one should not count on any high degree of this feature.

Prospect of appreciating in value is, of course, the chief reason why one buys industrial shares. This should be present in a high degree or there is no attraction in buying the stock at all. As a general rule the prospect of appreciation is greatest at the end of an industrial depression, and least at a time like the present when industrial conditions have been extremely satisfactory for an extended period. The present, therefore, is not a good time to buy stocks, and for the same reason it is a good time to buy sound bonds.

Stability of market price is almost wholly lacking in industrial stocks. They fluctuate quickly and sharply, up one day and down the next. Take Canadian General Electric. In 1889 it sold at 140, in 1901 it touched 231, in 1902 it got back to 193, while in 1908 it worked down to 83. It is now around 114. There is not much stability here. Preferred shares fluctuate far less, of course, and, in fact, generally may be counted to remain within a radius of ten points.

To sum up, Industrial Stocks are investments proper only for business men in close touch with conditions and certainly never for anyone who is dependent on the income from their investments for a living.

SOFT COAL AGREEMENT.

Owners and Miners Settle Differences for Next Two Years.

A despatch from Indianapolis says: Representatives of soft coal mine owners of Ohio, Western Pennsylvania, Illinois and Indiana, and of the United Mine Workers of those States, on Thursday afternoon signed the wage agreement ratified by the recent referendum vote of the miners. The agreement will be the basis of contracts to be entered into for the next two years by the bituminous miners and operators of many States. It grants a wage increase of five cents a ton.

INFANT MORTALITY.

4,278 Montreal Children Did Not Live a Year.

A despatch from Montreal says: Fifty per cent. of the children who died in Montreal last year were less than a year old, according to the report of Dr. Louis Laberge, chief of the Civic Health Department. The report shows that out of a total infant mortality of 9,974 no fewer than 4,278 children did not live to a whole year.

TAX ON LIQUOR TRAVELLERS.

Prince Edward Island Proposes to Make Them Pay $200.

A despatch from Charlottetown, P.E.I., says: Travellers selling liquors will hereafter pay a tax of $200, according to a bill now before the Legislature. The late Government passed a bill prohibiting any commercial traveller from taking orders for liquor houses. The Dominion Government declared this bill ultra vires, and liquor travellers have had no interference since.

MAGIC

BAKING POWDER

MADE IN CANADA
CONTAINS NO ALUM
CONFORMS TO THE HIGH STANDARD OF GILLETT'S GOODS

TORONTO CORRESPONDENCE

INTERESTING GOSSIP FROM THE QUEEN CITY.

Major Peuchen and the Titanic Disaster—C. T. R. Management—Street Railway Trouble.

(We have arranged for a weekly letter about Toronto affairs, which, we believe, will be of great interest to many of our readers. These letters will be from the pen of one of Canada's foremost journalists, a man who has covered some of the world's greatest happenings and now occupies a leading position on one of the Toronto dailies.)

After the first horror of the Titanic disaster had worn off the chief local interest in the event centered around the person of Major Peuchen, who on a call being made for seamen to help man a lifeboat offered his services and was thereby saved. Major Peuchen is a wealthy man and has been prominent in military and yachting circles. He has never, however, figured in public affairs, and was until the present event known only to a comparatively small circle. But during the past week a perfect storm of private controversy has centered around his name. It is difficult to describe or to explain the heat and acrimony which have characterized the discussions, in which has participated practically every man, woman and child in the entire population.

Perhaps it is a fair statement of the situation to say that moderate-minded men have no hesitation in accepting Major Peuchen's story of his escape as absolutely true. It has in any case been amply corroborated by other eye-witnesses. Where he made his mistakes were in his criticisms, the sweeping nature of which, as originally published, he subsequently denied, and in his speedy announcement of a certificate of bravery signed by the second officer of the Titanic. Much of the criticisms of him has doubtless been unjust, and a good deal of sympathy for his position has been aroused.

To hear a lot of comment one would think that men who by the thousand in the city do not give up their seats in a street car to women, would never think of trying to save themselves if on a sinking ship, even if they could do so without taking any woman's seat in a lifeboat.

WHO WILL HEAD THE G. T. R.?

The loss of C. M. Hays leaves the Grand Trunk Railway and its allied lines temporarily without a head. Speculation as to his successor in controlling the destines of the system broke out as soon as it was definitely learned he was dead. The names most prominently put forward include E. H. Fitzhugh, Vice-President of the Grand Trunk; E. J. Chamberlin, Vice-President of the Grand Trunk Pacific; William Wainwright, and Major Leonard. Mr. Fitzhugh has had a long experience under various Grand Trunk regimes. Though he has never been charged with full responsibility he is understood to be a man of resourcefulness and much force of character. Mr. Chamberlin's work with the Grand Trunk Pacific has been highly commended and he is regarded as a coming railroader. Mrs. Wainwright is highly estimable, but his age and state of health kept his name from being as prominently mentioned as some of the others.

BOATS WILL BE CAREFUL.

One effect of the Titanic disaster, undoubtedly, is that water travel, whether on the ocean or on the lakes, will be safer from now on than it has been for years. A false confidence has been abroad. Ships do not sink now-a-days was the feeling, and if they do wireless telegraphy would bring aid before lives were lost. Speed and comfort were, therefore, given undue regard in relation to safety. Had the catastrophe befallen a smaller boat the larger ones would still have felt that they were safe, and there may, therefore, be something of Providence in the fact that it was the Titanic, the mightiest of them all, that was selected for the slaughter. Now, every other vessel knows that it must henceforth relax no possible precaution. Local lines have been taking stock of their safety appliances, and may be depended upon to do all that is possible.

MAY BE STREET CAR STRIKE.

Trouble is brewing between the Toronto Street Railway Company and its employes, organized as the Street Railwaymen's Union, with a membership of about 1,500 men. An agreement made two years ago comes to an end on June 15, and the men declare that they must have higher wages and improved conditions of work or on that date they will go on strike.

No other labor trouble that can threaten Toronto contains such possibilities of inconvenience as a street railway strike. Toronto spreads over such a wide area that many people now live five or six miles from their work. A strike means the embarassment of factories and stores and trouble for every one.

At present the men's maximum wage is 25 cents an hour. They demand 30. Another chief grievance lies in the distribution of their hours. Owing to the rush traffic night and morning hundreds of extra men have to be put on at those periods. They put in the remainder of their days' work whenever they get a chance. They complain that often they have to remain on duty fifteen or sixteen hours in the day to get in their nine hours' work.

Public opinion runs so antagonistic to the company that it is likely the men will have a lot of moral support. How long this would last under the inconveniences of a strike is a question. In the last year or two the men have been recruited by a great number of immigrants who are sometimes excellent servants of the public, and sometimes the reverse.

TRIBUTE TO C. M. HAYS.

Mr. A. W. Smithers Records Grief of G.T.R. Officials.

A despatch from London says: Mr. A. W. Smithers, Chairman of the G.T.R., writing to The Times, says:—"As there will be no opportunity till the next general meeting of the G.T.R. in October of publicly paying a tribute to Mr. C. M. Hays, late President, I venture, as you kindly allow me, to express on behalf of the proprietors, board, officers and staff of the company their deep grief at his untimely loss and their high appreciation of his great and devoted services to the company and their heartfelt sympathy with his widow and family in their great sorrow."

GERMANS FOR CANADA.

Tide of Emigration Likely to Turn in This Direction.

A despatch from Ottawa says: That the stream of German emigration is likely to turn Canadawards is stated in a report to the Department of Trade and Commerce from J. T. Lithgow, acting trade agent at Berlin. Mr. Lithgow points out that his office, under the German law, is not permitted to induce a German subject to emigrate, but information may be given, and has been given, in response to numerous enquiries from people "who have decided to go to Canada, nearly all of whom are in comfortable circumstances, and many with considerable money to invest."

Eight Years of Bad Eczema on Hands

Miss Mary A. Bentley Montreal

Cured by Cuticura Soap and Ointment

Miss Mary A. Bentley, 93 University St., Montreal, writes, in a recent letter: "Some nine years ago I noticed small pimples breaking out on the back of my hands. They became very irritating, and gradually became worse, so that I could not sleep at night. I consulted a physician who treated me a long time, but it got worse, and I could not put my hands in water. I was treated at the hospital, and it was just the same. I was told that it was a very bad case of eczema.

"Well, I just kept on using everything that I could for nearly eight years until I was advised to try Cuticura Ointment. I did so, and I found after a few applications the burning sensations were disappearing, I could sleep well, and did not have any itching during the night. I began after a while to use Cuticura Soap. I stuck to the Cuticura treatment, and thought if I could use other remedies for over seven years with no result, and after only having a few applications and finding ease from Cuticura Ointment, it deserved a fair trial with a severe and stubborn case. I used the Cuticura Ointment and Soap for nearly six months, and I am glad to say that I have hands as clear as anyone. It is my wish that you publish this letter to all the world, and if anyone doubts it, let them write me."

Cuticura Soap and Ointment are sold by druggists and dealers everywhere. For a liberal free sample of each, with 32-p. book, send to Potter Drug & Chem. Corp., 55 Columbus Ave., Boston, U. S. A.

An Absolutely Safe 6% Investment

¶ The First Mortgage Bonds of Price Bros. & Company 6 per cent. on the investment---secured by first mortgage on one of the finest paper mills and over four million acres of the best pulp and timber land in America---insured with Lloyds, of London, England, against fire---offer a most attractive investment. The present net earnings of the Company are sufficient to pay the bond interest twice over. The growing demand for pulpwood is yearly increasing the value of the Company's properties. These bonds have been purchased by the best informed financiers in both Canada and England. At their present price they yield 6 per cent interest. Considering security, earnings, assets, and the likelihood of appreciation in value, Price Bros. & Company bonds constitute an exceptional investment.

Write for full description of these bonds.

ROYAL SECURITIES CORPORATION LIMITED

BANK OF MONTREAL BUILDING - - - YONGE AND QUEEN STREETS
TORONTO

R. M. WHITE
Manager

MONTREAL-QUEBEC-HALIFAX-OTTAWA
LONDON (ENG.)