THE TOLL OF THE STORM

Hundreds of Valuable Lives Lost and Many Vessels Wrecked—Details of the Disaster

Terrible as has been the greatest of the Great Lakes tragedies, with the disappearance of scores of vessels and the loss of perhaps two hundred men, it has been left for man to make the horror more horrible. Steamboat officials returned from Port Franks with information that will be placed in the hands of the Attorney-General's Department, of a nature that casts a reflection upon this Province. Not only have they the names of men they found carting wreckage away from the death-strewn shore, but they have under surveillance one man who is alleged to have in his possession $500 taken from a foreigner's belt found on shore, and the names of men who are believed to have even gone so far as to rob the dead.

The ghouls found three victims of the storm in or near a lifeboat of the Regina. Two of the men were visible, but one body lay in the bottom of the boat under water, and this fact saved his body from being desecrated.

The Work of the Body-Looters

was limited by a creek, for they could not get across this, and it was on the other side of it that the other eight bodies were found. On one of the other bodies was found $113, while all the others had money on them. The victims who were washed up west of the creek had their pockets rifled, the perpetrators of the vile crime not even leaving anything by which the men might be identified.

Those who are stealing wreckage are making it more difficult for steamship men and county officers to identify the dead, as lifebuoys have been taken off victims and mixed up, and names on boats taken away. It is therefore hard to locate the boats from which the wreckage comes. The wreckage that is being taken away consists of all kinds of merchandise, as well as parts of the wrecked vessels.

An order has been issued warning all persons that those retaining wreckage in their possession would be prosecuted to the extent of the law, and the penalty is three years' imprisonment. Early the steamship men went to Sarnia, where the police were notified, and steps taken to protect the coast.

Kindness of Rescuers.

In contrast to the actions of persons who took advantage of this saddest of tragedies are the people who so kindly assisted in the rescue of the survivors of the Northern Queen, and who took them into their homes suffering from the terrible exposure through which they had gone.

Victims of Storm King.

Crew of steamer James Carruthers	25
Crew of steamer Wexford	24
Crew of steamer Leafield	18
Crew of steamer Regina	28
Crew of steamer Angus	25
Crew of steamer Chas. S. Price	22
Crew of Bridgeport	30
Crew of tug Wiarton	6
Crew of U. S. Lightship	6
Crew of steambarge Butters	20

Bodies Washed Ashore.

Kettle Point	12
Port Franks	7
Officers and sailors rescued	219

Unsolved Mysteries.

UNKNOWN VESSEL, upset off Port Huron, with loss of entire crew. Identity of steamer still in doubt, but may be the steamer Regina, the bodies of ten of whose crew were washed up along the Canadian shore, or the steamer Wexford, not reported since she passed the Soo last Saturday. Four bodies with lifepreservers bearing her name were washed up at St. Joseph, Ont.

UNKNOWN LUMBER CARRIER, seen half sunk and abandoned in Lake Huron.

CHARLES S. PRICE, steamer, seven bodies washed up near Goderich, Ont. Vessel believed to have foundered.

TWO UNKNOWN VESSELS ashore at Sand Island.

JAMES CARRUTHERS, biggest Canadian freighter; wreckage washed ashore near Goderich.

BARGE PLYMOUTH, reported lost with seven men of Menominee.

STEAMER LEAFIELD, reported Monday on Angus Island in bad condition. Tugs cannot find her, and it is feared she has slid out and sunk.

LIGHTSHIP NO. 82, believed lost with crew of six off Point Abino, Lake Erie.

STEAMBARGE BUTTERS, believed lost with crew of twenty within 150 miles of Port William.

STEAMER NOTTINGHAM, on Parisian Island, near Whitefish Bay. Her bottom torn out. Three of crew lost.

STEAMER L. C. WALDO, owned in Detroit; broken in two on Gull Rock. Crew of 24 saved.

BARGE HALSTED, wrecked off Green Bay, Wis. Crew of eight saved.

STEAMER HOWARD M. HANNA, JR., breaking up at Point Aux Barques. Crew of 33 rescued after great hardships.

STEAMER TURRET CHIEF, broken up six miles east of Copper Harbor. Crew of 17 rescued.

Other Ships in Distress.

STEAMER NORTHERN QUEEN, ashore ashore near Port Franks; may be saved. Crew safe.

STEAMER ACADIAN, on reef in Thunder Bay, but may be saved. Crew safe.

STEAMER J. H. JENKS, at first reported to be the vessel sunk above Port Huron, aground in Georgian Bay, according to a message from the Captain.

STEAMER HARTWELL, ashore above the Soo. Full of water.

STEAMER HUTCHINSON, on beach above the Soo. Bottom badly torn.

STEAMER HURONIC, which was ashore near the Soo, released.

STEAMER G. J. GRAMMER, ashore on beach near Lorain, Ohio.

Reported Lost But Safe.

STEAMER J. E. DAVIDSON, reported sunk off Grosecap Point, passed down Detroit River on Wednesday.

PRODUCE FREIGHTER HAZEL, reported lost with eleven men; tied in at Port Huron.

Cost and Insurance.

Value of cargoes	$1,000,000
Value of ships	2,600,000

Eighty per cent. of insurance distributed between English and American Underwriters.

Heaviest Canadian Loser.

The Western Assurance Company Toronto $15,000

	Cost.	In'ce.
The Wexford	$107,000	$100,000
The Turret Chief	150,000	125,000
The L. C. Waldo	250,000	200,000
The Chas. S. Price	350,000	350,000
The Northern Queen	175,000	150,000
The James Carruthers	400,000	275,000
The Edwin F. Holmes	350,000	300,000
The G. J. Grammer	300,000	300,000
The A. E. McKinstry	150,000	150,000
The Acadian	170,000	170,000
The H. B. Hawgood	325,000	300,000
The Regina	160,000	160,000
The Howard M. Hanna	350,000	300,000
The schooner Sophie	8,000	6,000
The Matthew Andrews	375,000	325,000
The U.S. Lightship No. 82	100,000	80,000
The tug Martin	15,000	8,000
The Nottingham	250,000	200,000
The John A. McGean	225,000	225,000
The Leafield	250,000	175,000
The Argus	350,000	325,000
Steambarge Butters	100,000	.....

ENGINEER'S THRILLING TALE.

The gallant fight of 22 staunch seamen to save their lives and after that the Northern Queen, is told in a graphic manner by second engineer Charles Ryan.

"I was working in the engine hold as usual on Sunday afternoon, when the storm came up," Ryan said. "The Northern Queen was caught in the trough of the sea and to save her from plunging to the bottom, Captain Crawford turned her nose up the lake. Within an hour the waves, lashed to tremendous heights, pounded over us, stripping some of the upper works and smashing in through the ports.

"Water poured into my quarters and we were compelled to make for other parts of the ship. All hatches were down, but the flood came through and killed most of our fires. A couple of the boilers were still in shape, but we had not steam enough for power. We made the most of it till 6 o'clock that night.

"Snow then came down and our mast raked the clouds that swept over us. Men strapped on their life belts, but stayed below as much as possible to avoid being washed overboard.

Lost the Rudder.

"The boat rolled and the coal crashed down out of the bunkers on top of us. Captain Crawford knew that to attempt to make Port Huron would send us to the bottom, but we were anxious to get to any place of safety. We agreed that the best plan was to strike back into the teeth of the gale.

"No one slept that night, and along in the morning we lost our rudder, and knew that we were up against it. Before 10 o'clock the Queen veered around and dropped into the trough of the sea. We dropped both anchors, but they dragged. Then she caught and held fast. The heavy sea ran over us and threatened to pound her to pieces, but she stayed with it. Then with a sudden lurch she shivered and crunched from stem to stern, slacked back an instant, and with the next leaped her cable's length. There was a terrible crash and we knew she had lost both anchors.

Yawls Smashed.

"In the meantime the yawls with one exception were smashed and torn from their davits. The snow fell in clouds, through which it was impossible to see more than a few feet, and in the roar of the gale the siren could not be heard any distance.

"Later the sky cleared, but the wind kept up and dashed us about. We could not get out of the trough, and were drifting rapidly before the wind. When daybreak came we found ourselves a mile off Port Frank. A couple of hours later the ship's keel went on a shoal and it felt like the finish. A big sea was still running, and time and again she eased off, raised by the waves only to go harder than before.

Marooned.

"Finally she set fast and after that we got only the side lash as she rolled in the heavy seas. Monday night we found ourselves without fire and practically without food and soaked through and shivering we groped our way about the vessel. We hunted about and got a little coal and tried to make fires to keep warm, but it was a tough job.

"All night waves buffeted us and Tuesday at 4 o'clock it still looked bad. We were then 1,000 yards from the beach. Late in the afternoon the gale eased off a little and the captain ordered our only remaining yawl over the starboard side forward.

Cable Broke.

"She dropped into the sea and 10 men plunged into her. A line had been made fast that she might be hauled back to take the rest of us ashore. The cable snapped and we were left marooned.

"A number of people from the village and a couple of fishermen were attracted out and were prepared to help them in. They plunged into the water and sent up a cheer we could hear when the men were landed.

"Later in the afternoon we tied a wire cable to a big crate of goods and cast it overboard. The crate found its way in, and, after a couple of hours was within twenty-five yards of the beach. A couple of the men lapped and got the crate before she was carried out by the undertow. They were both knocked out but they got our line.

"The yawl was made fast and two fishermen came with her to the boat. The next load off left only five men on board the Northern Queen. They found matters easier at night. I came off with the second trip. The captain and a couple of men stayed to the finish."

ANOTHER MYSTERY SHIP.

A despatch from Sarnia says: The terrible toll of the blizzard which swept over the Great Lakes on Sunday and Monday of last week continues to increase as the fleeting hours bring in reports of new wrecks scattered along the thousands of miles of coast line on the Great Lakes. On Friday morning, at the Reid Wrecking office here, two messages arrived telling that Lake Huron holds another mystery ship floating on the surface of the lake near Point aux Barques. This boat has a red hull and is supposed to be the Carruthers, which has already been given up for lost, with her entire crew of twenty-five men. The first report of the vessel was received from Duluth, where the master of the steamer W. H. Gratwick reported on his arrival that he had sighted an overturned hulk on his trip up. Reports here declare that the description answers the Carruthers very closely. Several down-bound boats on Friday morning were hailed as they passed down the river, but nothing could be found out from the captains, as they reported that they had not seen the overturned boat. This is very easily accounted for, as the freighters may have been well out from the shore when passing Point aux Barques. With this last report in, it is thought here that the main features of the big Sunday storm have been brought to light, and that there will not be any large additions to the total of the dead, except as they come from the list of the missing.

At present it is believed that within 90 miles of Sarnia 123 men are surely lost with the Carruthers, Regina, Price and Wexford, with no hope of any of them being alive. A telegram was received at Marine City on Friday telling of the loss of the steamer Major at Whitefish Point, Lake Superior, but that the entire crew had been saved by the steamer Byers.

LIST OF IDENTIFIED VICTIMS.

The work of identifying bodies of the Great Lakes wreck victims is progressing slowly at Goderich, Kincardine and Sarnia, where practically all of those so far recovered have been taken. Several of them have been buried. The complete list of those which have been positively identified to date is as follows:

Steamer Argus—Bodies at Kincardine—Van B. Young, of Port Huron, first mate; Robert Rowan, of Erie, Pa., second mate; Thomas Nelson, Buffalo, sailor; George Hay, Croswell, Mich., handyman; Mrs. William Walker, wife of steward, Cleveland; Ralph Arrum, Buffalo, sailor; Leo Gardiner, Buffalo, porter; James Johnston, 125 Manning Avenue, Toronto, watchman.

Steamer Wexford — Murdock McDonald, sailor, Goderich; James Glenn, sailor, Clinton, buried at Collingwood; Archie Brooks, second mate, Collingwood, buried at Collingwood; James Scott, chief engineer, Collingwood, buried at Collingwood; Alan Dodson, wheelsman, Collingwood, buried at Collingwood; Richard Lougheed, second engineer; Thomas Speirs, sailor, Collingwood.

Steamer James Carruthers—Captain W. H. Wright, Toronto, body removed from Ripley to Toronto; Captain W. C. Ledlard, first officer, Midland, body removed to Toronto; R. Boultier, second officer, Nova Scotia, body at Goderich; Mrs. Mary Neary, cook, Hamilton, body shipped to Hamilton; E. J. Odell, chief engineer, Toronto, body shipped to Toronto; W. J. Buckley, second engineer, Owen Sound; J. G. Evans, Toronto, body shipped to Toronto; M. H. Corbett, Thornton, body shipped to Thornton; Harold Coumans, Neppatow, Bruce County, body claimed; John Commers, Southampton, body shipped home; J. Crossley, deckhand, Thornpe; Sidney Bush, deckhand, Ripley; Joseph Sampson, Collingwood.

Steamer Charles S. Price—Steward Jones, body shipped from Sarnia to Superior, Wis.; Christian Faulkner, New York; Ernest Patton, second cook, Escanaba, Mich.; Wes W. Murray, oiler, Detroit; Art. McIntosh, wheelsman; Frank A. Marlow, Cook, Ashtabula, body at Sarnia.

Steamer John A. McGean—Thomas Stone, sailor, Sarnia, body shipped home; Geo. L. Smith, sailor, Sarnia, body shipped home; James Olesson, Buffalo, body at Goderich. Eleven bodies from the McGean are at the undertakers in Goderich awaiting claimants. That of Olesen is the only one of these so far identified.

Steamer Regina—Barney Woodburn, believed to be of Montreal, body found at Port Franks; Walter McInnes, wheelsman, Johnston P.O.; L. Le Breton, deckhand, Montreal; Gustave Olesen, fireman, Toronto; David Milton Lawson, oiler, New Brunswick; George Elliott, letters in pocket from Old Windsor and East Oxford.

The Regina Wreck.

A despatch from Sarnia says: The body of another Regina victim, Barney Woodburn, fireman, of Toronto, was positively identified on Monday by A. J. Batty, who had pressed a suit of clothes for Woodburn recently, and retained the name. The young man was known to many persons here under the name of "Scott," and was readily recognized, but none knew his name. That the Regina wreck is near to the shore in the vicinity of Kettle Point is the belief expressed here by parties connected with marine interests. The idea is that the Regina rests not far beyond the breaker line. The cargo which was washed ashore is taken as indicating a wreck not far from shore on account of the comparatively undamaged condition of barrels of oil, boxed goods, etc.

It is evident that the Price had drifted down to her present resting place in an overturned condition, as no wreckage from her has been found on the lower shore within many miles of the place where the hull was found. The Price sank to the bottom of the lake on Monday.

Government Votes $25,000.

A despatch from Ottawa says: A Government grant of $25,000 in aid of the Relief Fund of the sufferers of the Great Lakes disasters was voted at a Cabinet Council on Monday. It will be utilized to supplement the amount raised by public subscriptions for the same object. The Marine Department is sending out one of its tugs to try and locate the steamer Leafield, supposed to have been wrecked on Lake Superior.

DIED FROM ACCIDENT.

Twenty Thousand Dollars Came Too Late for Him.

A despatch from North Bay says: Word was received here on Wednesday of the death from accident of Alexander Dreaney, formerly a resident of North Bay, which occurred on the G.T.P. west of McBride. No particulars are available. Deceased was formerly a C.P.R. conductor, and left here some time ago to work on the G.T.P. He was married. Mr. Dreaney was interested in several mining properties, and a letter was on its way to him apprising him that a mining property in which he was interested had just been sold, his share in the proceeds amounting to $20,000.

The index figure, showing the trend of prices of commodities, rose nearly one point in October, an unusual record for one month, except in January.

Best Tea At Its Best

"SALADA" TEA is always the same, no matter when or where you buy it.

"SALADA"

is the choicest tea—green, black or mixed—from the finest tea-growing country in the world—Ceylon, with its exquisite flavor and freshness protected by the sealed lead packages. 659

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, Nov. 18.—Flour—Ontario wheat flours, 90 per cent., $3.45, seaboard, and at $3.40 at local points, Ontario. Manitoba flour—First patents in jute bags, $5.30; seconds $4.80; strong bakers', in jute bags, $4.60.

Manitoba wheat—No. 1 Northern, 88 1-2c, on track, Bay ports, and No. 2 at 86 3-4c.

Ontario wheat—No. 2 wheat at 81 to 82c, outside.

Oats—No. 2 Ontario oats, 33 to 34c, outside, and at 36 to 37c, on track, Toronto. Western Canada old oats, 38 3-4c for No. 2, and at 37c for No. 3, Bay ports.

Peas—90 to 95c, outside.

Barley—Good malting barley, 58 to 60c, outside.

Corn—No. 2 American corn, 75 1-2c, c.i.f., Buffalo.

Rye—No. 2 at 65c, outside.

Buckwheat—52 to 53c.

Bran—Manitoba bran, $21.50 a ton, in bags, Toronto freight. Shorts, $22.50; Toronto.

Country Produce.

Butter—Choice dairy, 22 to 24c; inferior, 20 to 21c; creamery, 28 to 29c for rolls, and 26 1-2 to 27c for solids.

Eggs—Case lots of new-laid, 35 to 37c per dozen; fresh, 32 to 33c, and storage, 29 to 30c per dozen.

Cheese—New cheese, 14 1-2c for large, and 14 3-4 to 15c for twins.

Beans—Hand-picked, $2.25 to $2.35 per bushel; primes, $1.75 to $2.

Honey—Extracted, in tins, 11 to 12c per lb; for No. 1; combs, $3 to $3.25 per dozen for No. 1, and $2.50 for No. 2.

Poultry—Fowl, 12 to 14c per lb.; chickens, 17 to 19c; ducks, 13 to 15c; geese, 13 to 15c; turkeys, fresh, No. 1, 21 to 22c.

Potatoes—Ontarios, 90c per bag, on track, and Delawares at 95c, on track.

Provisions.

Bacon—Long clear, 16c per lb, in case lots. Pork—Short cut, $28.50; do., mess, $24.50. Hams—Medium to light, 20 to 20 1-2c; heavy, 19 to 19 1-2c; rolls, 15 1-2 to 16c; breakfast bacon, 19 to 20c; backs, 22 to 24c.

Lard—Tierces, 13 3-4; tubs, 14c; pails, 14 1-4c.

Baled Hay and Straw.

Baled hay—No. 1 at $14 to $15 a ton, on track, here; No. 2 at $12.50 to $13.50, and mixed at $12 to $12.50.

Baled straw—$7.75 to $8, on track, Toronto.

Winnipeg Grain.

Winnipeg, Nov. 18.—Cash:—Wheat—No. 1 Northern, 82 3-4c; No. 2 Northern, 81 3-8c; No. 3 Northern, 79 5-8c; No. 4, 75c; No. 1 rejected seeds, 78 7-8c; No. 2 rejected seeds, 76 7-8c; No. 2 red Winter, 82 3-8c; No. 3 red Winter, 79 7-8c. Oats—No. 2 C.W., 33 7-8c; No. 3 C.W., 32 1-2c; extra No. 1 feed, 33c; No. 1 feed, 32 3-4c; No. 2 feed, 30 1-2c. Barley—No. 4, 41c; rejected, 38 3-4c; feed, 36 1-2c. Flax—No. 1 N.W.C., $1.12 1-4; No. 2 C.W., $1.10 1-4; No. 3 C.W., $1.00 1-4.

Montreal Market.

Montreal, Nov. 18.—Corn, American No. 2 yellow, 80 to 81c. Oats, Canadian Western, No. 2, 40 1-2c; Canadian Western, No. 3, 39 1-2c; extra No. 1 feed, 40c. Barley, Man. feed, 48c; do., malting, 66 to 70c. Buckwheat, No. 2, 55 to 56c. Flour, Man. Spring wheat patents, firsts, $5.40; seconds, $4.90; strong bakers', $4.70. Winter patents, choice, $4.75 to $5; straight rollers, $4.50 to $4.60; straight rollers, bags, $2 to $2.10. Rolled oats, barrels, $4.30 to $4.50; do., bags, 90 lbs., $2.10 to $2.12 1-2. Bran, $21. Shorts, $23. Middlings, $26. Moullie, $27 to $31. Hay, No. 2, per ton, car lots, $14 to $15. Cheese, finest westerns, 13 1-2 to 13 3-4c; finest easterns, 13 to 13 1-4c. Butter, choicest creamery, 28 to 28 1-2c; do., seconds, 27 1-2 to 27 3-4c. Eggs, fresh, 42 to 45c; selected, 31 to 35c; No. 1 stock, 30 to 31c; No. 2 stock, 24 to 25c. Potatoes, per bag, car lots, 75 to 90c.

United States Markets.

Minneapolis, Nov. 18.—Wheat—December, 82c; May, 87 1-4c; July, 88 3-4c. No. 1 hard, 85 1-2c; No. 1 Northern, 83 1-2 to 85c; No. 2 Northern, 81 1-2 to 83c. No. 3 yellow corn, 68 to 69c. No. 3 white oats, 36 1-4 to 36 1-2c. Flour and bran unchanged.

Duluth, Nov. 18.—Wheat—No. 1 hard, 85 1-2c; No. 1 Northern, 84 1-2c; No. 2 Northern, 82 1-2 to 83c; Montana, No. 2 hard, 83 3-4c; December, $2 3-4c bid; May, 87 3-4 bid. Linseed, $3 34-3-4; November, $1.33 1-4; December $1.32 3-4 bid; May, $1.38 bid.

Live Stock Markets.

Montreal, Nov. 18.—The best cattle sold at 7 cents and from that down to 3 cents for lean canners. Small bulls sold at 4c to 4 1-2c, stockers 4 to 5 1-2c, cows $35 to $70 each, calves 5 1-2 to 6 1-2c, sheep 4 1-2 to 4 1-2c, lambs 6 3-4 to over 7c, hogs 9 3-4 to 10c.

Toronto, Nov. 18.—Cattle—Choice export, $7.25 to $7.50; choice butchers, $6.75 to $7.50; good medium, $5.75 to $6.25; common, $4 to $4.50; canners and cutters, $3.50 to $3.75; fat bows, $5.50 to $6; common cows, $3.50 to $4; butchers' bulls, $3.75 to $6.25. Calves—Good veals, $8.75 to $10; common, $4.75 to $5.50. Stockers and feeders—Steers, 950 to 1,050 lbs., $6 to $6.50; good quality, 800 lbs., $5 to $5.25; light feeders, 400 to 650 lbs., $4.50 to $5.50; light bulls, $3.50 to $4. Sheep—Ewes, heavy, $4.50 to $4.75; rams, $3.50 to $4; lambs, $6.50 to $7; hogs, fed and watered, $8.50 to $8.75; f.o.b. cars, $8.25; country points, $8 to $8.25.

LADY STRATHCONA DEAD.

High Commissioner's Wife Has Been Ill for One Week.

A despatch from London says: Lady Strathcona, wife of the High Commissioner for Canada, died at Her Ladyship's residence, Berkeley Square, London, at 2.30 o'clock this morning. Her Ladyship was taken ill one week ago with pneumonia, and her death, which was not unexpected, occurred early this morning. Her Ladyship was a woman of great personal charm, and was universally beloved. She was the daughter of Donald Smith, and married Lord Strathcona in 1867. Lord Strathcona was then Mr. Donald A. Smith, and was Canadian High Commissioner in London. Mrs. Donald A. Smith was a woman of great personality, and was universally beloved. She was the daughter of Donald Smith, and married Lord Strathcona in 1867. Lord Strathcona was then Mr. Donald A. Smith, and was Canadian High Commissioner in London. Mrs. Donald A. Smith was a woman of great personality, and was universally beloved.

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High Class 5-Year Bonds that are Profit Sharing. Series $100, $500, $1000

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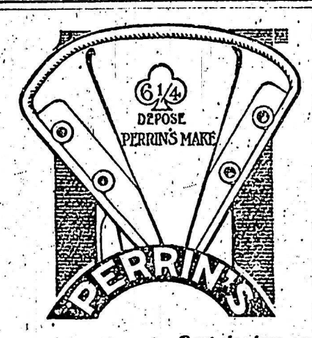

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For Holiday Social Affairs or for Seasonable Gifts

See that the well known trademarks as shown in cuts are on every glove you buy and you will then be sure of perfect

Style, Fit and Finish.

Best dealers everywhere sell the genuine PERRIN'S GLOVES.

$5.00 GIVEN AWAY $5.00

To the First Person who, within the next Three Days, sends in the name of the Flour which will be advertised in this Publication later, will be given, free of all obligation whatever,

$5.00 IN GOLD

The name to be used is not generally known, and it is a flour that has not been advertised before.

FROM WASHED WHEAT

The Flour is of excellent quality, and made in the most modern mills, and is from the

BEST CANADIAN HARD WHEAT

Remember, You Have an Equal Chance

With Any Others Who May Enter the Competition

Entries submitted from Wholesale or Retail Dealers, Flour Agents, Employees of the Company itself, will not be accepted.

All You Have To Do Is Simply Give the

NAME OF THE FLOUR

Send in one name only, you may be the Winner. Send in your answer addressed to:—

FLOUR COMPETITION

THE STANDARD - - MARKDALE

☞ **The name of the Prize Winner will be announced in this Publication in the near future**

FAMILY OF FIVE

All Indulged Freely From Infancy.

It is a common thing in this country to see whole families growing up with nervous systems weakened by tea and coffee drinking.

That is because many parents do not realize that tea and coffee contain a drug — caffeine — which causes the trouble. (The same is found in tea.)

"There are five children in my family," writes a Western mother, "all of whom drank coffee from infancy up to two years ago.

"My husband and I had heart trouble and were advised to quit coffee. We did so and began to use Postum. We are doing without medicine and are entirely relieved of heart trouble.

(Caffeine causes heart trouble when continually used as in coffee drinking.)

"Our eleven-year-old boy had a weak digestion from birth, and yet always craved and was given coffee. When we changed to Postum he liked it and we gave him all he wanted. He has been restored to health by Postum and still likes it."

Name given by Canadian Postum Co., Windsor, Ont. Write for the little book, "The Road to Wellville."

Postum comes in two forms:

Regular Postum—must be boiled.

Instant Postum is a soluble powder. A teaspoonful dissolves quickly in a cup of hot water and, with cream and sugar, makes a delicious beverage instantly. Grocers sell both kinds.

"There's a reason" for Postum.

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