

"Why I Recommend Dr. Williams' Pink Pills"

The Particulars of a Remarkable Cure Told by a Presbyterian Clergyman--The Sufferer Brought Back from Death's Door.

"Why I recommend Dr. Williams' Pink Pills."
St. Andrew's Manse.

Cardigan, P.E.I., Jan. 1908.

Though I have never been sick myself, and have not had occasion to use Dr. Williams' Pink Pills, I thought you ought to know of the remarkable cure they have wrought in Mr. Olding's case.

During a visit to my home in Merigomish, N. S., some years ago, I was grieved to find our next door neighbor and friend, Michael Olding, very low. "He is not expected to live," my mother informed me, "and you must go over and see him as he is liable to pass away at any moment." "Not expected to live," that was the opinion not only of the doctor who attended him, but of his wife and family as well. Upon visiting him myself I found abundant evidence to confirm their opinion.

Mr. Olding had for years been afflicted with asthma and bronchitis, but now a complication of diseases was ravishing his system. He had been confined to his bed for months and was reduced to a skeleton. Though evidently glad to see me, he conversed with the greatest difficulty, and seemed to realize that it was the beginning of the end. He was daily growing weaker; his feet were swollen to twice their natural size, and the cold hand of death was upon his brow. "It's no use," he said feebly, "the doctors' medicine is not helping me and I am going down rapidly." I prayed with him as for a man soon to pass into eternity, and when I took his hand in parting it was the last time I expected to see him in the flesh.

Three years later while on another visit to my mother's Michael Olding was seemingly in better health

than I had ever seen him, for, as I said, he had always been ailing. In sheer desperation he had asked his wife to get him Dr. Williams' Pink Pills. They soon began to help him. His appetite and strength began to improve, and to the astonishment of his family and friends he rapidly regained his health. Now, though the burden of well nigh four score years is upon him, he is able to do a fair day's work, and is in the enjoyment of good health, even the asthma has ceased to trouble him as in former years.

Mr. Olding himself, as well as his neighbors and the writer of this letter, confidently believe that his rescue from the very jaws of death—seemingly so miraculous—is due under the blessing of God to the timely and continuous use of Dr. Williams' Pink Pills.

REV. EDWIN SMITH, M.A.

Mr. Olding himself writes:—"I am glad Rev. Mr. Smith has written you about my wonderful cure, for I confidently believe that if it had not been for Dr. Williams' Pink Pills I would have been dead long ago. It would be impossible to exaggerate the desperate condition I was in when I began to use the Pills. No one thought I could get better. I scarcely dared hope myself that Dr. Williams' Pink Pills would bring me through, but they did and I have ever since enjoyed good health. Though I am seventy-nine years old people are always remarking on how young I look—and I feel young. I can do a fair day's work, and I am better in every way than I had been for years. I cannot say too much in praise of Dr. Williams' Pink Pills and I take every opportunity I can to recommend them to friends who are ailing."

PLENTY OF CHALK.

Prof. Wm. Thomson's Assistant Followed Instructions.

When Prof. William Thomson, afterward Lord Kelvin, was at Glasgow, his absorption in his work was very great, especially his class work, and he much disliked to be brought down to earth by any slight chance or inconvenience. Examples will occur to every old pupil, writes Andrew Gray, of the great emphasis with which he commanded that precautions should be taken to prevent the like from happening again.

On one occasion, after working out part of a calculation on the long-fixed blackboard on the wall behind the table, his chalk gave out, and he dropped his hand down to the long ledge which projected from the bottom of the board to find another piece.

None was there, and he had to walk a step or two to obtain one. So he enjoined McFarlane, his assistant, who was always in attendance, to have a sufficient number of pieces on the ledge in future to enable him to find one handy wherever he might need it.

McFarlane forgot the injunction, or could not obtain more chalk at the time, and the same thing happened the next day. So the command was issued, "McFarlane, I told you to get plenty of chalk, and you haven't done it. Now have a hundred pieces of chalk on this ledge to-morrow; remember, a hundred pieces; I will count them."

McFarlane, afraid to be caught napping again, sent that afternoon for several boxes of chalk, and carefully laid the new, shining white sticks on the shelf, and neatly parallel, at an angle to the edge.

The shelf was about sixteen feet long, so that there was one piece of chalk for every two inches, and the effect was very fine.

The class the next morning was delighted, and very appreciative of McFarlane's diligence. Thomson came in, put up his eye-glass, looked at the display, smiled sweetly, and turning to the applauding students, began his lecture.

STILL RING CURFEW BELL.

Many Towns Where Old Customs Yet Prevail.

The correspondence which has recently appeared in English papers on the subject of the curfew has brought to light a number of interesting facts. The curfew bell is still rung regularly in a number of

incidentally other old customs have been mentioned.

In a few cases it appears that the old curfew is really the signal to the parishioners for bedtime, at least for the children, and, in addition, there are many traces of the angelus bell, the apprentices' bell, the pancake bell, and quaint customs connected with market crosses, butter crosses (apparently merely a variant of the other farm produce were the great feature of the market), stocks, shambles, bull-rings, and similar relics of other days.

The result of the recent correspondence is the following list of places where curfew is rung nightly. In some cases the bell is rung for only part of the year, and the hour varies greatly:

Anstey, Astbury, Ashford-on-the-Water, Attenborough, Audlem, Burford, Blewbury, Braunstone, Barnard Castle, Bury, Chichester, Chepstow, Chesham, Chertsey, Corfe Castle, Chippenham, Cranbrook, Cushendale (Antrim), Crieff (Perthshire), Devizes, Dolgelly, Exeter, Gisburne, Godmanchester, Hareby, Haverhill, Hatherleigh, Hailsham, Kingscliffe, Kimbolton, Loughborough, Luterworth, Lyme Regis, Lichfield, Leyland, Moy (Tyronne), Marlborough, Mildenhall, Millhurst, Newbury, Northop (Flint), Newport (I.W.), Oxford (Christ Church), Penrith, Pocklington, Poulton-le-Fylde, Presteign (Radnor), Penshurst, Quainton, Ross, Romsey Abbey, Richmond (Yorks), Southam, Somerton, Shepton Mallet, Skipton, Sherborne, Sandwich, Stratford-on-Avon, Shaftesbury, Southampton, Tawton (North), Walingford, Wimborne Minster, Wells, Winchester.

THE ILLS OF CHILDHOOD HOW TO CURE THEM

In thousands of homes throughout Canada Baby's Own Tablets is the only medicine used when the children are ailing, and the mother who keeps this medicine on hand may feel as safe as though there was a doctor constantly in the home. Baby's Own Tablets cure all stomach and bowel troubles, break up colds, destroy worms, and make teething easy. Guaranteed free from opiates and poisonous drugs. Mrs. Geo. Wilson, Wilson's, N. B., says:—"I began using Baby's Own Tablets about five years ago, and since then have used no other medicine for my children. They never fail to bring relief, and I would advise all mothers to try them." Sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

PLEA FOR CANADIAN NAVY

UNDER DIRECTION OF THE BRITISH ADMIRALTY.

D. D. Mann, Esq., Vice-President Canadian Northern R. R., in National Magazine.

(Continued.)

To the American in Canada the incredible thing has happened. He has found it impossible to take the oath of allegiance to the descendant of George the Third; but in so doing he has not troubled himself to think that he has readjusted his relation to the peerage. His allegiance is given to Canada.

It is surely not necessary to labor the point that in bringing the Galician and the American into the Empire, and affording to both of them honest administration of justice and unlimited opportunity to bear a high part in the making and observing of laws, the Dominion of Canada has made a notable contribution to the strength of the Empire itself, as well as to the broadening of her own bases of strength. For there will go on, more and more quickly, in an invigorating climate and on a fertile soil, a blending of races, which will eventuate in a type as virile and enduring as the English type itself became through the intermarriage of the different peoples who, from time to time, invaded the shores of Great Britain.

As the Empire is vaster than England, we do not seek merely to help our new population to become loyal to England. We very much desire their loyalty to the Empire, as we ourselves are loyal. But the first thing, the vital thing, is to secure their loyalty to Canada, and as one of the most important steps in that evolution, I would place the creation of

A CANADIAN NAVY.

The navy will be a natural consequence of placing the Canadian militia on an entirely Canadian basis, and controlled altogether from Ottawa. There is, of course, this difference between a militia and a navy—that a land force is entirely suitable to a country which has no foreign relations, and does not have to prepare for possible quarrels with States beyond the seas; whereas a navy, by the very fact of its existence, proclaims the country which establishes it to be, in some degree, at least, a world power.

It might be argued that, for a country which has no foreign ministers, to have a navy of its own is an impossibility in international politics; and that there is no halfway between a navy of Canadian origin, subject absolutely to the direction of the British Admiralty, and a navy, the instrument of a totally independent power. If precedents were allowed to govern policies, this argument might have some weight; but, if the Empire had always waited for precedents, it would have ended long ago. This generation is just as capable of creating precedents as its fore-runners were. There is no more reason why a Canadian navy should be wholly responsible to the Admiralty in London, than there is reason why the Finance Minister of Canada should be a creature of the Chancellor of the Exchequer.

I do not conceive that Canada would propose to contribute to the cost of the Imperial navy, without direct representation on the Admiralty Board, and in the Parliament which reviews the cost and conduct of that body. We are quick to admit the force of the argument that inasmuch as the colonies are advantaged by the Imperial navy, they ought not to be entirely free from

FINANCIAL OBLIGATION.

The fact that our share in the Empire is so essentially constructive, strengthens, if possible, the position on which great issues have before now been fought, with only one ending—that the people who provide the money shall absolutely control the spending of it. When the House of Lords controls money bills, and the Australian budget is revised in Whitehall, we shall no doubt receive gladly the idea that the Canadian people be taxed for the Imperial navy. We have read enough of English history, and have had enough experience of our own, to know that the lynch-pin of self government is this absolute control of taxes by the taxed.

Nor is it conceivable that Canada would desire to borrow or purchase vessels that have "obsoleted" from first-class service in the Imperial squadrons. It has been suggested, and endorsed in The Times, that the Admiralty should lend us two or

three obsolete vessels for policing our fisheries, as the first step in the discharge of Canada's duty to the naval development of the Empire. It is unwise to be contemptuous of small beginnings; and much may be said for the scheme of obtaining a few sea policemen that are too small or too slow for active service with, say, the Channel Squadron. But, if we are to deal with the question at all, we had better begin as though we mean business. To make a debut in second-hand clothes is to be too economical of dignity. We must assist our new citizens to understand that we are partners in the Empire, and not merely one of its poor relations. Where would a couple of poacher-catchers belong? Would they be creatures of the Marine Department, or would a little Admiralty be created for their direction?

THE FIRST CONSIDERATION

In any attempt to realize the naval possibilities of a country that overlooks the Atlantic and Pacific oceans is that it must wear the appearance of a thoroughly Canadian origin. To allow the impression to spread that, primarily, it is the financial stress of England which impose new burdens on our people would jeopardize the movement. In starting a naval policy of our own there is no risk of establishing the idea that we have notions of a naval independence that will approximate to Holland or Greece. Our neighbors are rapidly emerging from the supposition that we are in a state of vassalage to England. By inaugurating a navy of our own, we should enhance the prestige of the Empire in the Republic; first, because it would be obvious that only in a truly great Empire could there be such inter-independence of parts with the complete acquiescence of the original power; and secondly, the establishment of a navy on a thoroughly Canadian basis, but ready to act with and for the Mother Country, would be a standing sign of our contentment within the Empire, and an effectual proof of the futility of supposing that the relation could be broken.

We must develop the naval spirit. We must begin by training our youth within sight of our shores, rather than by looking for poachers on the high seas. For maritime activity there is a natural, healthy craving in all nations. No one is so foolish as to suppose that Canada would ever dream of a navy finally, regardless of Great Britain. Every discerning man would perceive that, whatever Canada did, would be merely an evidence of the strength of decentralization in an Imperial Government, based absolutely on the will of the governed.

Our maritime assets, so to speak, are three—the Atlantic seaboard, the Pacific seaboard, and the Great Lakes. Hitherto, our defensive instincts have been served only by the militia. In view of the distribution of our population, I suspect that we have more drill halls and armories than England has. But it is anomalous that, with our great coast line in Nova Scotia, New Brunswick and far Eastern Quebec, our young fellows, to whom sea legs come by nature, should be compelled into the militia, when their choice would be the marines.

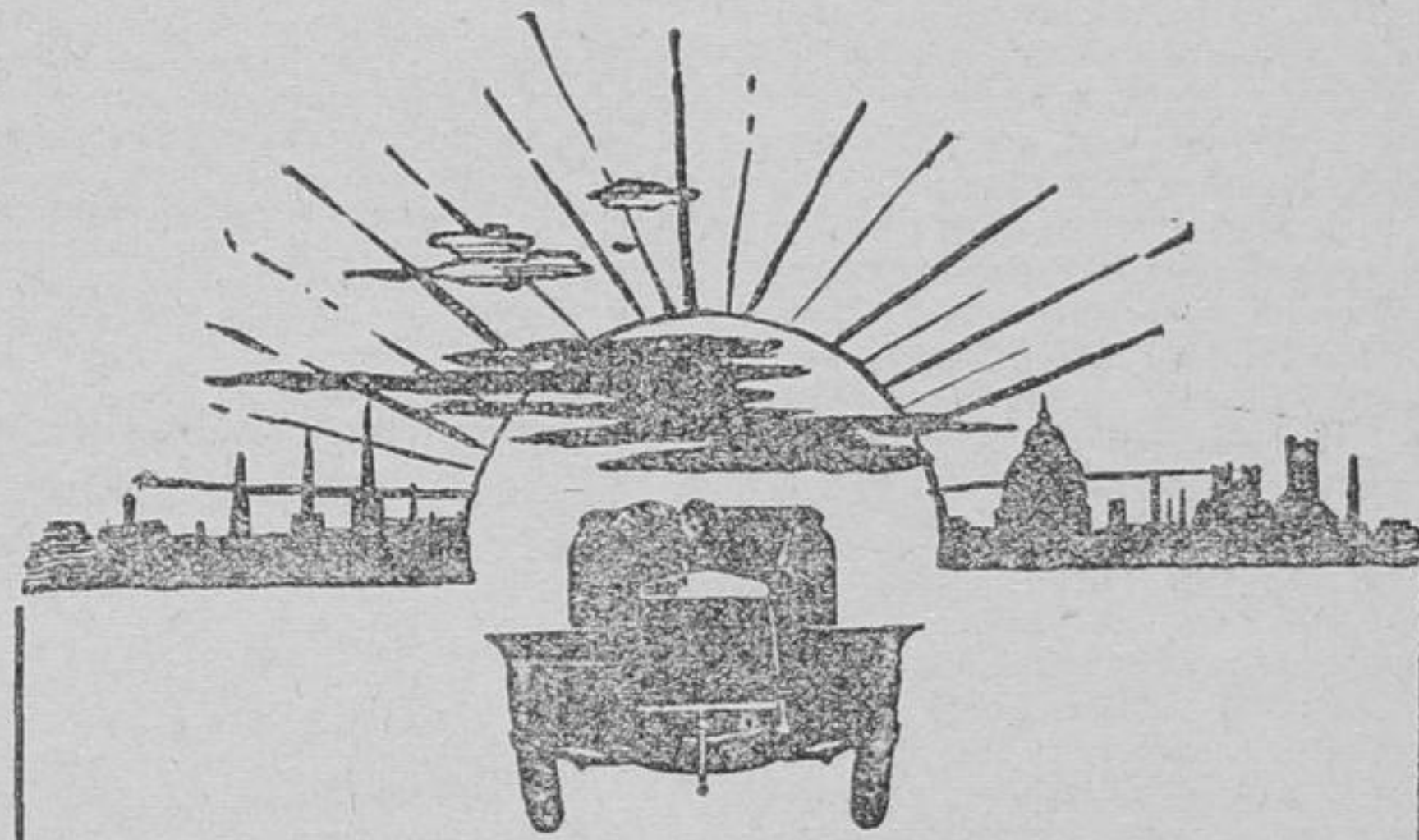
The population of the interior should chiefly supply the militia force. But there is enough blood in the country which first came here in sailors to furnish a naval contingent—even if our many rivers and innumerable lakes did not swarm in summer with all kinds of pleasure craft, which promote a love of life afloat.

(To be continued.)

AN ANTI-TEETOTAL CHURCH.

The Rev. Fred Kurtz, of Baltimore, formerly a Lutheran priest, has organized a church of a new dispensation. It is composed of about 10 liquor dealers, and uses a ritual similar to that of the Episcopalians. The affiliated dram-shop keepers support the church of Kurtz to aid the liquor interest and oppose adverse legislation.

The dentist often shows his teeth without opening his mouth.



The New DAIMLER

Extracts from a few of the letters received by the Daimler Co. bearing out the claims made for the 1903 engine.

CHAS. E. MARTIN, ESQ. 12, 12, '08

"I have never experienced such a delightful feeling as when gliding along silently and smoothly on the New Daimler."

THE RT. HON. LORD BURTON. 20, 12, '08

"She runs very quietly and smoothly, even on very bad roads, and she pulls beautifully up hill. It is a real pleasure to ride in her."

MONSIEUR GIRARDOT. 8, 1, '09

"I have noted that its chief qualities are its extraordinary flexibility, its absolute silence, and its marvellous efficiency, in comparison with tappet valve engines."

CHAS. HAY WALKER, ESQ. 23, 12, '08

"The way she crept along on her top speed at about 3 miles an hour was marvellous."

The Daimler Motor Co., (1904) Ltd.
COVENTRY, ENGLAND.

Daimler