

# EL ZENDA The NEW Havana Cigar

1908 was the "tobacco year" for Vuelta-Havana Tobacco. The crop was conceded to be the best in years.

Just so certain are we that EL ZENDA is superior to any Havana cigars now on the market, that we will pay express or postage to any address in Canada. State color desired when ordering.	Concha	Size	Box of 25	\$2.00
	Supremes	"	Box of 25	3.75
	Bouquet Perfecto	"	Box of 25	2.25
	Perfecto	Size	Box of 50	4.50
	Club House	"	Box of 25	3.00
	Invincible	"	Box of 25	3.00
			Box of 50	6.00
			Box of 25	3.50
			Box of 25	3.75
			Box of 25	4.00

Your money back if not entirely satisfied  
**A. CLUBB & SONS**  
5 King Street West, TORONTO  
ESTABLISHED 1878.

## OUR OVERCOATS

for

### Men and Young Men

Are as stylish and perfect in fit and workmanship as the best merchant tailor can turn out. We don't hesitate to put our reputation back of the claim that material, fit and workmanship of our Overcoats is better, and the prices we sell them for are lower than your experience can recall.

We've got some good Overcoats as low as \$5 and \$6, but we can show you three good lines of durable Coats, well made, latest styles, at \$9.50, 8.50 and 7.50

Our lines of Fine, High Grade Overcoats at \$11.50, 13.50, 15.00, 13.50 and 18.00 are from three to five dollars better value than you will see elsewhere.

Before you purchase an Overcoat see ours. We leave it to your better judgment.

## Roney & Co's

127 Princess Street, Kingston.

The Store That Sets the Pace.

The grates and all the linings of the

**Universal Favorite RANGE**

can be taken out and are interchangeable from coal to wood, or vice versa, without the removal of a bolt or disturbing the Water Front.

A coal fire can be retained day and night, and one or two turns of the grate crank in the morning remove the ashes and clinkers, leaving a bright and clear fire to start the morning's work.

You take no risk in buying a Universal Favorite, as every Range is guaranteed to cook and bake perfectly.

MANUFACTURED BY  
**Findlay Bros. Co., Ltd.**  
CARLETON PLACE, ONT.

"For Sale By All Dealers."

## CARLING'S

CELEBRATED  
ALL PORTER  
& LAGER  
BOTTLED FOR PURITY, BRILLIANCY AND UNIFORMITY

FOR SALE BY J. S. HENDERSON,

### NEW TIMBER COMPANY THE WILLOW RIVER TIMBER CO., LIMITED.

Report of H. P. Bell, M.I.C.E., on the Willow River District, Its Timber and Logging Facilities—Timber Berths Cover 52 Square Miles.

Having applied to Collingwood Schreiber, general consulting engineer to the government, and chief engineer of the western division of the National Transcontinental railway, for information regarding the timber of the Willow River District, he recommended H. P. Bell, the superintending engineer on the government staff on the Trent Valley Canal at Campbellford, Ont., who was employed by the British Columbia government to make a survey up the Willow River valley for the proposed route of the British Pacific Railway. Our secretary immediately entered into communication with Mr. Bell and received the following report, which will be universally accepted as being entirely correct in view of the pre-eminence of the writer among the civil engineers of America, among whom there is no higher authority on the topography of the Cariboo district of British Columbia.

Further comment being superfluous we give herewith Mr. Bell's report in toto, making unnecessary the publishing of the letters on file at our office from settlers in the Cariboo district substantiating Mr. Anderson's report.

Campbellford, Ont., Oct. 31, 1908.

John W. Gordon, Esq., St. Catharines, Ontario:

Dear Sir—I have examined the papers left me by you concerning your applications for timber berths in the Willow River Valley and environs in British Columbia. The trail marked upon your plan "A" was cut by me in 1876 for supply purposes of the Canadian Pacific Railway government survey, which occupied the years 1874, 1875 and 1876 in that portion of British Columbia.

The same pack-trail, beginning at the south end near to Cottonwood Bridge on the Cariboo wagon road, runs down the Willow River for about 85 miles, where it forms junction with my survey pack-trail of 1874 about one hundred miles long to Fort George to about twenty miles east of Grand Rapids on the Fraser River. I know well twenty miles of the trail going north from Cottonwood Bridge, having travelled the portion shown by your blue print "A" between Cottonwood Bridge and the Willow River Landing four times in 1895 while exploring the route of the British Pacific Railway line. At the southern end I know well thirty miles of the district shown upon your blue print marked "Plan B."

I am able to say that the way in which your timber berths are located on the plan is exactly the way in which they are disposed by nature, that is to say, "good groves of spruce at some distance apart."

The blocks shown close together near the Willow River Landing I believe to be correct as represented also, as the country is densely timbered between Cottonwood Bridge and the Willow River Landing, and has not been burned for a very long time. It is now thirteen years since I saw this timber and it has had time to enlarge appreciably since then.

The same remark applies to your plan "B." The timber is located just as I would expect to find it from observation while travelling through the country. There are 500 miles of trail and line cut in that section of the country east of the Fraser River and north of the Cariboo wagon road. There are here and there every few miles areas of good spruce timber to be met with. Of pulpwood the quantity is very great.

For the operations of lumbering it would, I think, be very difficult to find a better waterway than the Willow River for driving lumber. Although it has a rapid fall and great velocity at high water, I have ascended it with canoes at flood water when the river flats were submerged. From memory, I believe the fall is about twenty feet per mile throughout the lower portion of the river. There is no danger in running the river long after high water. One month after high water it may be ascended with flat boats such as lumbermen use on the Ottawa river. I had Indians who were accustomed to high water.

In the winter we broke a trail on the ice and moved camp with some seven or eight teams of dogs and toboggans, by which it is known that there would be no difficulty in making proper sleigh roads in winter for lumbering purposes. At long distances apart a day's trail cuts off travel on one side of the river, but there is almost always (except in the case of the Rock Canon above) a flat on the opposite side. Near the mouth of the river there is not much merchantable timber. At the Bear River Canon, where it and the Willow River come close together, near the trail above referred to, there was a pack-trail bridge built in 1876. It consisted of two stringers each sixty feet long covered with cross ties, and a few years ago the Indians were still using the stringers of this bridge to cross upon. It must have been in use for some twenty-two years or more.

In the winter we camped in about seven feet of snow (towards the latter end) that never forms crust on the surface in the timber, and could be ploughed out easily with double teams and a triangular board plough just as in the east. The climate is steady in winter; there was no thaw until the final break-up in the month of April. The white spruce of British Columbia is a fine timber. Its density is greater than that of the Douglas Fir and the rings much closer together; when hewn and built it is the cleanest looking timber that one would want to see. Travel where you will inside the bend of the Fraser river and you will find here and there groves of spruce timber. North of Barkerville there was at one time an immense quantity of good spruce timber within reach of the mines, but the Indians' camping, and more, the miners working, have burned much of it up. As you get away from the mines going east and north it begins to re-appear; the hills and flats skirting the Fraser river and tributaries containing much of it. If I did not know the country, I would be disposed to place credence in the reports of your cruiser, as he is vouched for by men who know what proficiency in timber cruising means, but as I do know the country better probably than any other, I am the more impressed with his reliability,

from the disposition of his timber berths on the blue prints "A" and "B" coupled with my own recollections of the same district.

Respectfully yours,  
(Signed) H. P. BELL, M.I.C.E.  
Mem. Am. Soc. C. E.

The Eastern Pope.

Review of Reviews.  
There is a ruler in the Near East of whom not one American in ten thousand has heard—the Orthodox Patriarch of the East, His Holiness Joachim III. He exercises more actual power than all the Balkan rulers rolled into one. He is the highest constituted authority of the Orthodox Greek church, and stands in much the same relation to its 98,000,000 communicants that Pius X. does to the Church of Rome, but with this one vital exception—that his power is temporal as well as spiritual. His spiritual sway is acknowledged by members of the orthodox faith from Egypt to Russia; his temporal power is little short of absolute in all the orthodox communities of the Ottoman Empire. He is received as an equal by the Sultan and as a superior by the rulers of those nations whose state religion is that of the orthodox church.

Joachim III. is past the age of three-score-and-ten. As is the custom among the Greek clergy, he wears his beard long, and his flowing hair is gathered in a knot on the top of his head. He lives in great state at the Ecumenical Palace of Phanar, on the Golden Horn, the imposing front gates of which have never been opened since that bloody day, a century ago, when a former patriarch was hanged between them by a fanatical Turkish mob. When he goes into Constantinople it is in a golden barge of forty cars, and his official audiences are ceremonies of great state.



MARK TWAIN AT SEVENTY-THREE.  
On the birthday day of this month Samuel L. Clemens, America's foremost humorist, will celebrate his seventy-third birthday. Mr. Clemens has had hale and hearty to-day as he did ten years ago, and his wit is just as keen as it was half a century ago. He has recently removed from New York to his new estate in Connecticut.

**Colds Can Be Averted.**  
Colds all start with congestion of the membranes of the air passages. Nature alone takes ten days to remove the congestion. Nature aided with Wade's Laxative Cold Cure Tablets can do it in a day. In boxes, 25c., at Wade's drug store. Money back if not satisfactory.

**Let Him Sleep.**  
Washington Star.  
One of the foremen on a railroad has a keen Gaelic wit. One warm afternoon, while working along the line, he found one of his men placidly sleeping on the embankment. The boss looked disgustedly at the delinquent for a full minute and then remarked: "Slape on, you lazy spalpeen, slape on, far as long as you slape you've got a job, but when you wake up you ain't got none."

Some people are never so happy as when they are in a position to make others unhappy.  
Our idea of a martyr is a man who poses as a good example in a small town.  
Some candidates tell the truth and shame the politicians.

### SHE PATIENTLY BORE DISGRACE

A Sad letter from a lady whose Husband was Dissipated.  
How She Cured Him with a Secret Remedy.



"I had for years patiently borne the disgrace, suffering, misery and privations due to my husband's drinking habits. Hearing of your marvellous remedy for the cure of drunkenness, which I could give my husband secretly, I decided to try it. I procured a package and mixed it in his food and coffee, and, as the remedy was odorless and tasteless, he did not know what it was that so quickly relieved his craving for liquor. He soon began to pick up flesh, his appetite for solid food returned, he stuck to his work regularly, and we were once more a happy home. After he was completely cured I told him what I had done, when he acknowledged that it had been his saving, as he had not the resolution to break off his own accord. I hereby advise all women afflicted as I was to give your remedy a trial."—Free Package  
Particulars, testimonials and price sent in plain sealed envelope. Correspondence strictly confidential. Address: THE SAMARIA REMEDY CO., 15 Jordan Chambers, Jordan St., Toronto, Canada.  
"Also for sale at Henry Wade's Drug Store, Kingston."

### THE ELEGANT TOMBS PARISIANS MOURN DEAD CATS AND DOGS.

Society Flocks to Cemetery to Honor the Memory of Departed Pets.

Paris, Nov. 28.—Under a dull gray sky in harmony with feelings of sorrow and loneliness, "La Fete des Morts" was observed in Paris yesterday. The principal cemeteries such as "Pere Lachaise," Montparnasse and Montmartre were largely visited by bereaved relatives.

It was also Dogs' Day in the ultra-fashionable world. The annual cemetery, which lies in the island of the Seine, near Asnieres, attracted a large gathering of persons who had lost some pet Fido or Mimi. This enclosure was buried 15,000 dogs, 4,000 cats, seven horses, six pet monkeys, a cow, two goats, a lamb, a panther, ten parrots, nine canaries, four tame pigeons, and a recently deceased goose.

The majority of these domestic pets repose in tombs so elegant as to put to shame the resting places of dead French citizens. The graves are of granite or marble, neatly paved and enclosed. A dog undertaker told me to-day that the fitting up of some of these graves cost as much as \$200. And then the inscription on the marble slabs! Here are a few culled at random:  
Over the resting place of a King Charles spaniel one reads: "I shall regret thee eternally, dear little one. How empty henceforth shall my life be without thee, dear little boy-wow." Another has this: "Here sleeps Dick, the well-beloved."  
Over the grave of a cat is the following: "To her dearly beloved Mimi. Her poor, dear, little mother will love her always."  
Sappho, the departed poetess of a well-known leader of Parisian society, is apostrophized in this way: "Oh, Sappho! if my soul cannot join yours, dear and noble friend, I do not wish for salvation without thee! I shall only like thee to slumber for ever in the sleep that knows no waking."

All the mourners at the dogs' cemetery—and they were, without a single exception, women—were dressed in garb in keeping with the solemnity of the occasion. Entertaining camellias sold suitably inscribed black-bordered "In Memoriam" cards and wreaths tied with violet ribbon, and camp stools could be hired for the use of the weary.

### Ladies Two-Piece Suit.



This suit tends to emphasize the slenderness of the figure, the side-front and side-back seams graduating the width of the centre back to a narrower width at the waistline, and the back seams being left open in vents for some distance above the lower edge. The narrow collar is in good style. The long sleeves were finished with a frill. The skirt is six gores, two inches from the ground—with habit back and panel front.

### Wedding In Two Churches.

A block apart, in one of the old parts of New York, stand a Quaker meeting house and one of the great churches of the city, St. George's, Anglican, and in a beautiful and unique way a spirit of harmony between the two was shown. It was through a wedding. The bride and groom were Quakers. They wished to give themselves to each other in their own house of worship without minister or hook, attested by the sacred witness of loving friends. One thing, however, the bride longed for—the music of a wedding march. How could it be supplied? What a scandal would it be to introduce a cabinet organ or a quartette of strings in the Quaker meeting-house! There was a better, an easier and a more beautiful way. The organist of St. George's had never acted as organist for a Quaker meeting-house, but gently consented. The north windows of the meeting-house and the south windows of the church were opened wide. The bride and groom were on the threshold; the signal was passed from the door of the meeting-house to the church, and then to the organist. The grand organ burst into a wedding march, and slowly and solemnly the happy pair marched, not to the chancel or altar, but to the head of the aisle. Their sacred vows were given; once more the signal was sent. Again the organ, like a benediction after prayer, played a joyous recessional, and the glad-hearted man and wife marched out. Seldom is it that two churches take part in the same wedding at the same time. But these old and sacred places of worship were joined by a holy bridge of sound, and they do not seem so far apart as they used to be.

The first time a young man attempts to run an automobile he suddenly discovers that he doesn't know everything.  
The funny actions of a woman may be due to her missing sense of humor.



### Give Your Washerwoman Fels-Naptha, Says Anty Drudge.

Mrs. Gossip—"Goodness, but Mrs. Verlich must have a lot of work in that big house. I've heard she had four women doing the washing."  
Mrs. Cottager—"I have had more than a dozen doing my washing, though only one at a time."  
Anty Drudge—"If you bought Fels-Naptha soap, you could keep your washerwoman longer or do the washing yourself. Washing is a small job for any woman if she uses Fels-Naptha in cold or lukewarm water, and lets it take the place of boiling and hard rubbing."

Dirt is the home of germs. You gather them in the dust that settles on your clothes, in the mud of the streets, from coiled car seats and in many other places.

You want to kill these germs in the weekly wash, or they may cause trouble. Fels-Naptha soap is a germicide. With it, boiling is not necessary either to destroy germs or wash the clothes. In cold or lukewarm water, Fels-Naptha makes short work of dirt, and disease germs cannot live in the same tub.

Be sure and use Fels-Naptha soap the Fels-Naptha way—no hot water.

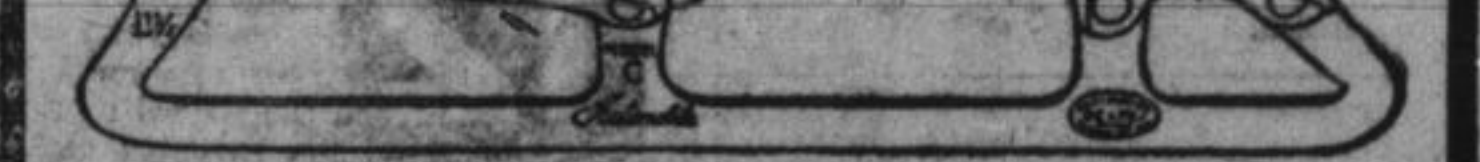
By Royal Warrant to His Majesty The King.

There is as much pleasure in eating ye fish, as in catching them, when ye

**Worcestershire Sauce**  
made by ye old firm of  
**LEA & PERRINS**  
is used.

### THE NEW SKATE

Ounces lighter than any other made—and stronger.



IT'S just possible you have noticed that the skate you were wearing last season was a very antiquated proposition; that it might be made lighter and just as strong.

The "Automobile" Skate fulfils th's idea. It's as far ahead of the present day skate as an automobile is ahead of the old-time buggy.

Lighter by many ounces than any other made—and stronger.

It has an aluminum alloy top—the metals just mixed to a point where they combine to make a material as strong as steel and five times as light. The "Automobile" Skate has also a thin blade of nickel steel—the toughest, strongest tempered metal on the market.

If you don't want to handle them write us—we will forward catalogue.

**CANADA CYCLE AND MOTOR CO., LTD.**  
TORONTO

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