They Help Your Stomach Out

And Save You a World of Wretchedness

A stomach that cannot digest a good meal is certainly a sore trial. It has been responsible for almost everything in the way of human misery, up to suicide.

The trouble in most cases is that the stomach and other digestive organs lack vigor. Not enough of the juices necessary to digestion are secreted, nor does the stomach work up the food properly.

The worst of it is that there is not sufficient nourishment taken out of the food to restore the system's vigor, and the trouble goes from bad to worse. The stomach needs help.

"Little Digesters" meet the need exactly. One "Little Digester" after each meal will ensure perfect digestion, provided, of course, that the food is good and wholesome.

"Little Digesters" are guaranteed to cure Indigestion, and Dyspepsia, or your money will be refunded.

25c at your druggist's, or by mail from the Coleman Medicine Co., Toronto. 27

Gasoline

16c. A GALLON

Put in Your Tank at Our Dock.

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Repairs to Automobiles ar Marine Engines promptly attend to.

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Asphalt Roofing Gravel and Sand Surfaced

P. Walsh,

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Don't Risk even a penny—until health returns. And I mean just exactly that.

I am the one physician who says to the sick, "I will, out of my own pocket, pay for your medicine if it fails to bring you help!"

And for 20 years Dr. Shoop's medicines have

Get Health

been used and recommended in every city and hamlet in America. They are positively standard in every community—and everywhere.

Then why pay the cash, and at your risk, for other unwarranted and uncertain medicines? Thousands upon thousands have in the past successfully used Dr. Shoop's Restorative.

When the Stomach, or the Heart nerves fail, know how Shoop's Restorative will bring them back to health again. But best of all, they positively take no money risk whatever.

First

much nerve, or Kidney disease is one quickly Dr.

They know that when health fails to return Dr. Shoop will himself gladly pay the druggist for that test. And for that test a full 30 day treatment is freely granted.

But write me first for an order.

This will save delay and disappointment.

All druggists sell Dr. Shoop's Restorative and Dr. Shoop's Rheumatic Remedy, but all are not authorized to give the 30 day test. So drop me a line please—for I have appointed an honest and responsible druggist in almost every community, every where, to issue my "no help, no pay," medicines to the sick.

Then

Tell me also which book you need.

The books below will surely open up new and helpful ideas to those who are not well. Besides you are perfectly free to consult me just as you would your home physician. My advice and the book

Pay

below are yours—and without cost.

Perhaps a word or two from me will clear up some serious ailment. I have helped thousands upon thousands by my private prescription or personal advice plan. My best effort is surely

Afterwards

worth your simple request. So write now while you have it fresh in mind, for tomorrow never comes. Dr. Shoop, Box 12, Racine, Wis.

Which Book Shall I Send You?

No. 1 On Dyspepsia	No. 4 For Women
No. 2 On the Heart	No. 5 For Men
No. 3 On the Kidneys	No. 6 On Rheumatism

Cook's Cotton Root Compound

The great Uterine Tonic, and only safe effectual Monthly Regulator on which women can depend. Sold in three degrees of strength—No. 1, $1; No. 2 10 degrees stronger, $3; No. 3 for special cases, $5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: The Cook Medicine Co., Toronto, Ont. (formerly Windsor)

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Smoking and Chewing at forty-five cents a pound, is a good tobacco. Why pay eighty-five cents. Andrew Maclean, Ontario street.

FOR "ALL-RED ROUTE"

DEPUTY POSTMASTER GENERAL BOOSTING SCHEME.

Says That It is Quite Feasible, and Based Upon a Good Foundation—Australia Has a Great Deal to Gain in It.

Mr. Coulter, Deputy Postmaster General of Canada, was interviewed in London, on his way home after a somewhat prolonged tour in connection with the proposed "All-Red Route" to Canada, Australia and New Zealand.

It is an open secret that he went to Australia for the purpose of discussing with leading statesmen and business people the proposed new plan for an Imperial road.

"I think the scheme is quite feasible," he remarked to a press representative in London, "and my belief is based upon good foundation. Commercial men among the Australians are in favor of it; so are the representatives with whom I discussed it.

"It has been said that Australia has little or nothing to gain. But that is an erroneous view.

"She stands to gain enormously by a quicker route from the tourist traffic alone. Men with whom I traveled, who are in business in America, were staggered when they found they had to wait six weeks for their mails by one route, and four weeks by another. 'My business won't stand it,' they told me, and some of them went straight back.

"And the tourist traffic is no unimportant item. I am told that American visitors are worth twenty millions a year to Europe, and most of the turnover carries a larger proportion of profit than the ordinary commercial investment. The people in America have done the European tour until they are tired of it. But they dare not leave business for an Australasian tour until the mails are greatly accelerated.

"To men of that kind the reduction of time occupied in traveling to New Zealand, say, from thirty-eight to twenty-seven days, would mean an enormous gain, and whatever it cost, within reason, would almost certainly produce a very large profit indeed. I don't suppose we could organize a twenty-seven days' service at first, but with that as an ideal we might easily do something almost at once.

"As to method and plans, I am not at liberty to speak, as I have to report to my Government. But I have heard it freely argued in Australia that it would be better to buy out the vested interests than to compete with them.

"Australia and Canada are both countries destined to become very rich. And commercial men and capitalists generally in the States are looking towards them with business notions in their heads. And if they find a good cable service, with cheap rates (which would enormously increased the business), they would bring their custom to the companies concerned. And the 'speeding-up' of the rail and steamboat service would have a similar effect."

Dr. Coulter expressed the opinion that in Canada, at any rate, there would be no very long delay before the Government set to work on a concrete plan. What form it would take he could not, or would not, say publicly. One misconception as to Australia he admitted had been removed from his mind; it was the idea that the Labor party there are less loyal, or less enthusiastically loyal, to the old country than the other sections of the community.

Dr. Coulter was greatly impressed with the "level-headedness' and intelligence of the leaders as a whole. They will probably favor State ownership rather than a subsidized service, although they have not so far definitely expressed themselves upon the point.

World's Industrial Centre.

About the busiest industrial region on earth is the lowlands of England from Lancashire and the Mersey River on the west to Newcastle-on-the-Tyne in the northeast. Here are scores of cities and towns, the home of the textile industries, the potteries, the great shops busy with iron and steel and other raw materials, manufacturing goods of high value for a market as wide as the earth.

Over all this lowland hangs a black pall of soft coal smoke, the landscape studded with the tall spouting chimneys. For all this endless activity in manufacture, says The World To-day, is wholly due to the location in these lowlands of fabulously rich deposits of coal.

Coal for a century and a half has been a magical bank account in Great Britain, bringing into existence these great artisan populations, making demands on every continent for the metals and timber and textile fibres for the busy mills, and then calling on the farms and ranges of America, the Argentine and other new lands, for the bread and meat to feed these industrial millions.

Of all this textile territory Manchester is the central market and clearing house. In the Manchester Exchange 177 towns are represented, eleven of them having each a population of 100,000 or over.

Old Custom Passes.

The Army Council has decided to abolish the old custom of "Crying Down Credit." Under the King's regulations, commanding officers, on arriving at a new station, are required to make proclamation warning tradespeople and others that a soldier's pay cannot be stopped for a private debt, and that those who allow soldiers to contract debts do so at their own risk. The custom in the old days often gave rise to a picturesque ceremony, the commanding officer, accompanied by a detachment of his regiment and the drums, reading the proclamation in the market place. The last occasion on which the ceremony was performed was a year or two ago. The old proclamation is now to be replaced by newspaper advertisements.

Young Cabinet Ministers.

The inclusion of Mr. Herbert Samuel, who is thirty-nine years of age, makes the Cabinet the youngest that has ever served the country. The youngest member is Mr. Winston Churchill—thirty five—and the oldest Lord Wolverhampton, who is seventy-nine. Eight of the nineteen members are under fifty, the average age working out at fifty-seven.

SOUTHERN BRITISH COLUMBIA.

Some of the Possibilities of the Immense Province.

The agricultural possibilities of British Columbia, and especially of the southern portion of the province, are now attracting wide attention and every year the area under cultivation is being largely increased. The attractions of Southern British Columbia for homeseekers are certainly very great. The climate is most agreeable and healthy, the soil is fertile and almost any form of agriculture—grain growing, cattle raising, dairying, fruit growing—can be successfully carried on and made exceedingly profitable.

The agricultural and pastoral lands are not restricted to a small proportion of the total acreage, for Professor Macoun, after personal investigation on the ground says: "The whole of British Columbia, south of 52 degrees and east of the Coast Range is a grazing country up to 3,500 and a farming country up to 2,500 feet, where irrigation is possible." This is a most important statement and its truth is being confirmed by the practical experience of settlers who have established themselves in the country. As far north as 55 degrees it has been practically demonstrated that apples will flourish, while in the Southern belt the more delicate fruits, peaches, grapes, apricots, etc., are an assured crop. Roughly estimated, the extent of these fertile lands may be set down at one million acres, but this figure will probably be found far below the actual quantity capable of cultivation when the country has been thoroughly explored. The southern districts have already established a record for fruit raising, and the products of their orchards have won first prizes in exhibitions not only at home but in the United States and Great Britain.

The increase in fruit acreage has also been within recent years. In 1891 the total orchard area was 6,431 acres; in 1901 it had only increased to 7,430 acres, but between that and 1904 the increase was jumped to 13,430, and in 1905 to 29,000 acres. The increase during 1906 amounted to over 20,000 acres; number of trees planted 1,000,000. In 1907 over one million fruit trees were planted, and a still larger number in 1908, so that the acreage in fruit is now considerably over 100,000 acres. The value of the fruit crop of 1908 is estimated at $1,500,000. Dairying and mixed farming are also being engaged in with marked success.

Only Exercise.

Like every other editor in a big city, W. H. Greenwood, of The Toronto World, is constantly hearing the applications of young men who are anxious to break into the newspaper business. His invariable reply to such applicants is in the form of a question:

"What have you done?"

The visitor has, more frequently than not, done very little but live on the bounty of his parents, and hesitatingly says so.

"Go and do something. Go around the world. Go west as a farm-hand for a year. Get a job as a waiter. Join a circus. Beat your way for a little while and find out about the world. Then come back to me and I'll give you a job."

And in this connection he tells a little story of a university student whom he met on one of the C.P.R. boats on the lakes. The student was seeing the world as a waiter, and Mr. Greenwood happened to dine at his table. When the meal was over the newspaperman laid some silver down on the table and remarked:

"Heres something to pay for the wear and tear, my boy."

To his surprise the lad handed back the money.

"It isn't wear and tear, sir," he said; "it's only exercise."

A Joke on Larry Piper.

The members of the Winnipeg baseball team recently put up a little game on Larry Piper, the Toronto boy who has made such a signal success in the professional ranks in the West; and is now acting-manager of the Winnipeg Maroons. The team were playing at Brandon last week. Some of the members of the team tried to get advance pay, but failed to raise the coin. Larry saw no more of his team-mates that evening, but about midnight he got a frantic telephone message saying seven of the Maroons were locked up in the police station on a charge of disorderly conduct. As the train for Moose Jaw, where the team next played, left at 2.30 a.m., Larry tore for the station post-haste.

After vigorous argument with the chief of police the members were finally released, but Larry had to put up $25 of his good coin as bail. The team left on the 2.30. Now it turns out that it was all a little joke framed up between the Brandon Chief of Police and the Winnipeg players. Larry's $25 was mailed to him at Moose Jaw.

As Bad as Wolves.

The dog has made sheep raising in Canada unprofitable. Within the last week an aged man has been killed at Ridgetown by a dog frightening his cow, a little girl at Alvinston and a boy at Glencoe have been badly lacerated by the brutes. The Government gives a bonus for the destruction of wolves, yet the dog is allowed to flourish in our midst. There should at least be greater restriction on the dog; muzzle him, or—buy a gun.—Glencoe Transcript.

National Route.

The advantage given Canadian vessels by the opening of the strictly national route through our own territory and the enormous traffic created thereby, will soon restore to the Province of Nova Scotia some of her former prestige in the matter of ship-building and ship-owning.—Advertiser, Sturgeon Falls.

Potatoes Must Be Certificated.

A despatch to the Trade and Commerce Department from South Africa states that the Transvaal Government has passed a regulation prohibiting the introduction into the colony of potatoes unless accompanied by a certificate from the Board of Agriculture in the country in which they were grown.

Beef, Iron and Wine, made from high grade sherry wine and fresh iron and beef extract, large bottles, 50c., at Prouse's Drug Store, corner Princess and Clergy streets.

Alexander Gerrie died at Dundas.

THE LILY-POND.

On this little pool where the sunbeams lie,
This tawny gold ring where the shadows die,
God doth enamel the blue of His sky.

Through the scented dark when the night wind sighs.
He mirrors His stars where the ripples rise,
Till they glitter like prisoned fireflies.

'Tis here that the beryl-green leaves uncurl,
And here the lilies uplift and unfurl
Their golden-lined goblets of carven pearl.

When the grey of the eastern sky turns pink,
Through the silver sedge at the pond's low brink
The little lone field-mouse creeps down to drink.

And creatures to whom only God is kind,
The loveless small things,—the slow, and the blind,
Soft steal through the rushes, and comfort find.

Oh, restless the river, restless the sea!
Where the great ships go, and the dead men be.
The lily-pond giveth but peace to me.
—Virna Sheard, in The Canadian Magazine.

A GREAT PROBLEM.

Sir William Van Horne Talks on Moving Wheat Crop.

"No railway company in the world, no two railway companies, could provide, at a moment's notice, for the instant transportation of the crop in the Northwest," said a high Canadian Pacific Railway official, in referring to the demand for laborers and cars in the Northwest, in connection with the harvesting of the crop.

"We make from ten to fifteen freight cars every day of the year, and we have many thousands of cars more this year than we had in past years. We will be able to handle the crop without unnecessary delay. Our facilities were never equal to what we shall have this fall. At the same time, to provide sufficient freight cars to bring out the entire crop at a moment's notice, as it were, would mean thousands upon thousands of idle cars almost the year round, and an immense outlay, from which there would be no return.

"It would be better to have less speculation as to the size of the crop, for speculation disturbs almost every interest. Everything points to a large crop—possibly larger than that of last year, and to a wonderfully large demand for labor. The taking to mixed farming, in certain districts, is a distinct advantage. This practice was urged, many years ago, by Sir William Van Horne.

"Moreover, we can see that while the West must depend on the East from the industrial point of view, in the new towns local industries are springing up on every hand, which makes for a certain self-containment.

It is not merely natural products which the West have to send out, by and by. It will have its own manufactured products.

"The American farmer is accustomed to the idea of industrial activity close to his fields—a factory, a mill, the product of which will supply the needs of a district, and the American farmer, coming to our Northwest, will either himself or through his sons, begin to set up local industries, according to local needs.

"Everything is doing well. Business is good, money is easy, and all we need is prudent action."

A Chef's Repentance.

Mr. Arthur Hawkes, of the Canadian Northern Railway, had an experience a few weeks ago which, while exasperating, had an amusing aspect. He was escorting a party of Michigan editors on a trip to Edmonton, and had secured for them a special dining car. The chef usually attached to the car was off duty, and Mr. Pratt, superintendent at Winnipeg of the dining car service, had assigned an Englishman to the task. To Mr. Hawkes' disgust, the man was incapably intoxicated for part of the trip, but braced up and showed himself for part of the trip an efficient servant at the end. Just before reaching Winnipeg on the return trip, the Englishman deferentially slipped a note into Mr. Hawkes' hand. It read:

"Dear Mr. Hawkes: I am guilty. I have no excuses to offer. But please do not tell Mr. Pratt, as I do not want to hurt his feelings."

C.N.R. Development.

Regina has been fixed upon by the Canadian Northern Railway Co. as one of the most important centres on the company's system. Occupying the position, as the Queen City does, almost midway between the Great Lakes and the Pacific Coast, added to its other advantages as the capital and most important commercial centre of the largest grain-raising province in the West, has so strongly impressed the management that they have definitely decided to make this city the city divisional point on their system between Winnipeg on the East and Edmonton on the West.

Grain Elevators.

In the Province of Saskatchewan no fewer than 56 elevators have already been built this season. It is estimated by those qualified to express an opinion that by the time the grain begins to move in the fall 200 new elevators will have been erected, with a capacity of 6,000,000 bushels. If this be so, the elevator capacity of Saskatchewan will be increased to 24,139,500 bushels.

Tobacco Growing In Alberta.

Tobacco growing has been successfully carried on in Alberta for the past three years by Louis Roy of Parkland, and those competent to judge state that the leaf, which averages 18 inches in length, makes a first quality smoking tobacco. The variety is known as kenel, and failure of crop has yet to recorded. Plants are set out in July and harvested in September.

Great Clearing Sale.

Prevost, Brock street, has made a great reduction in prices in the order and ready-made clothing department. Also in the gents' furnishings to make room for his fall and winter importations.

A WESLEY RELIC.

Manuscript of Rare Value Is Found In Toronto.

A copy of a letter written by John Wesley, has been discovered quite recently in Toronto in an old book.

The Wesley manuscript is the ordination papers of the Rev. Thomas Coke, D.C.L., the first superintendent of the Methodist church in North America, and was written by John Wesley, who appointed Dr. Coke to the position on September 2, 1784.

The following is a short sketch of the events which led up to Dr. Coke's appointment:

After the American Revolution many of Wesley's early helpers were driven out of the United States on the charge of being British sympathizers, and from 1773-1783 the minutes of the English Methodist Conference contain no records of the work done in America. Also from 17734784 there were no published minutes of the American Methodist Conference.

Wesley had intended the Methodist organizations in America to be dependent on the Church of England clergymen for the administration of the Sacraments of Baptism and the Lord's Supper, but the Civil War destroyed all possibility of it. Twice he wrote to Lowth, Bishop of London, asking him to ordain some of the Methodist helpers, and thus give them authority to administer these sacraments, but Lowth refused, stating that there were three Church of England clergymen in America already.

After waiting in vain for four years, Wesley, assisted by Rev. Creighton, ordained Thomas Coke.

The ordination paper in Wesley's handwriting is as follows:

To all to whom these Presents shall come, John Wesley, late Fellow of Lincoln College in Oxford, Presbyter of the Church of England, sendeth greeting.

Whereas many of the People in the Southern Provinces of North America, who desire to continue under my care, and still adhere to the Doctrines and Discipline of the Church of England are greatly distrest for want of ministers to administer the Sacraments of Baptism and the Lord's Supper, according to the usage of the said Church; And whereas there does not appear to be any other way of supplying them with ministers:

Know all men, that I, John Wesley, think myself to be providentially called at this time to set apart some persons for the work of the ministry in America. And therefore under the Protection of Almighty God, and with a single eye to his Glory, I have this day set apart as a Superintendent, by the imposition of my hands and prayer (being assisted by other ordained ministers), Thomas Coke, Doctor of Civil Law, a Presbyter of the Church of England, and a man whom I judge to be well qualified for that great work. And I do hereby recommend him to all whom it may concern as a fit person to preside over the Flock of Christ. In testimony whereof I have hereunto set my hand and seal this second day of September in the year of our Lord, one thousand seven hundred and eighty-four.

JOHN WESLEY.

Looked Like a Canadian.

In a Police Court in Old London the other day a detective gave evidence against a band of confidence men, and told the magistrate that their leader first approached a man at Waterloo station who "had the appearance of a Canadian." He did not enlighten the court as to what a Canadian appearance was; but the incident recalls one which took place in London last year, when a bevy of girls was sent over as part of an advertising scheme for a Montreal newspaper. One of the girls got lost in the British Museum or some place of that kind, and was compelled to ask the good offices of a "bobby." She told him of her plight and asked to be directed to the private hotel at which the party was staying, adding the chance remark that she was a visitor from Canada and did not know her way about. The "copper" surprised her very much by retorting:

"Ho, Miss, yer needn't 'ave told me I knew you was a Canadian the moment I clapped my h'eyes h'on yer!" And the girl from Glengarry has always wanted to know how the constable knew. Can it be that there is really a "Canadian appearance" and that the London police have got to be classified? It is an interesting point. Perhaps Doctor Colquhoun, who is just back from a trip to the "Big Smoke," could solve the riddle: "What is the Canadian appearance?"

Canadian Gig Infantry.

After an eleven day journey across country from St. Catharines, a detachment of four officers of the gig infantry arrived in Petawawa camp a few days ago. They include Captain Wilson, 9th Mississagwa Horse, Toronto, in charge and Captain Snyder, 9th Horse, Toronto, Lieut. Cozzens, 19th Regiment, St. Catharines, and Lieut. Suydam, Queens' Own Rifles, Toronto.

The party left St. Catharines, on July 31, traveling overland to Toronto, where a day's halt was made. Leaving Toronto, the journey was made via Richmond Hill, Beaverton, Kinmount, Combermere, Golden Lake and Pembroke to the camp.

The gig infantry is the idea of Capt. Leonard of the Corps of Guides, St. Catharines. The gig has not yet been adopted by the Government. An outfit of tent, blankets, shovels, etc., and provisions for horses and men for fourteen days is carried.

The distance traveled by the detachment of the gig was 425 miles, an average of 40 miles per day being made. One horse is used on each gig.

Franco-Canadian Treaty.

It is sad to learn that the Franco-Canadian treaty does not please Uncle Sam. Under its terms, Canadian manufacturers of agricultural implements, electrical machinery, etc., enjoy considerable tariff advantages which, added to the cheaper Canadian prices of steel, wood, etc., will, it is feared by United States manufacturers, turn a large part of this trade to Canada. It is highly probable that the great manufacturing industries of Hamilton will profit largely by the terms of the treaty.—Hamilton Times.

William Hendrie, an hotelkeeper, near Sarnia, died from wounds in the throat, thought to have been inflicted by himself, although he denied any knowledge of the cause of the injuries before he died.

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It costs less to buy "Duchess" Brand—and we do what a dressmaker will not do, unconditionally guarantee the fabric, making, fit and style of every "Duchess" garment.

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