

Strong Help For Weak Kidneys

"Fruit-a-tives" Is the Best Kidney Medicine in the World.

If people only realized the danger of Weak Kidneys, and the value of "Fruit-a-tives," there would be practically no Kidney Disease in Canada.

When the kidneys become congested (too full of blood) or strained from overwork, they can quickly be made well and strong again by taking a box or two of "Fruit-a-tives."

Pain in the back, frequent headaches, loss of appetite, sleeplessness, coated tongue, constant desire to urinate—these are the common symptoms of congestion of the kidneys.

The only possible way to relieve this congestion, is to force the bowels and skin to rid the system of more waste matter and thus allow the inflamed kidneys to rest and grow strong again.

"Fruit-a-tives," being fruit juices, intensifies, soothes and stimulates the kidneys, and at the same time rouses the bowels and skin to healthy action.

"Fruit-a-tives," by their prompt action on bowels and skin, almost instantly relieves the intense pain in back and promptly takes away every trace of Kidney Disease.

If you are suffering with your kidneys, begin at once to take "Fruit-a-tives," and you will quickly realize the value of these tablets.

At dealers—50c a box, 6 for \$2.50 or trial size, 25c—or from Fruit-a-tives Limited, Ottawa.

Gasoline 16c. A GALLON

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Repairs to Automobiles and Marine Engines promptly attended to.

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L. Lesse, Cor. Princess and Chatham Sts., Kingston, Ont.

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We require a deposit as follows: Stock Selling: Deposit Required. From 20c. to 60c. 15c. per share. From 60c. to 80c. 20c. per share. From 80c. to \$1.00 25c. per share. Over One Dollar, 30 Per Cent. of the Market Price.

Patriarche & Co., STOCK DEALERS, Standard Stock Exchange Building, TORONTO, CANADA. Agents Wanted.

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THE WHIG, 76th YEAR

DAILY BRITISH WHIG, published at 206-310 King Street, Kingston, Ontario, at \$4 per year. Editions at 2.30 and 4 o'clock p.m.

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Daily Whig.

COMMISSIONS FOR ALL THINGS. Port Arthur seems to be tired of municipal government, as it has been, and wants something new and progressive. It is suggested to the council that now holds office that it win the lasting gratitude of the people by securing the best possible management of the public utilities—the street railways, the electric light, gas and water plants. It has occurred to some people that what is wanted is a commission of experts, men who understand the different features of municipal ownership, and that to it be remitted the protection and development of the city's property.

Port Arthur is peculiarly and happily situated. It is at the head of Canadian navigation, and one of the main outlets for the traffic of the North-West. It is bound to grow rapidly, and its municipal cares are sure to be onerous. Perhaps the people are so busy with their own affairs that they cannot give the time that is demanded for the direction of public business. The councils of the past have been dilatory. They have been unequal to the responsibilities of office. There must have been some grave defect when there is a longing for something experimental.

Government by commission is becoming popular in some of the American cities. They pay men to manage the public business as capitalists pay men to carry on their commerce and manufactures. The commission for everything has, however, not been very well tried, and the Canadian cities will hesitate about adopting the new departure. Special legislation will be required. Can Port Arthur secure it?

CAN'T PLEASE EVERYONE. When Commander Peary announced that he was the only white man who had seen the North Pole, that he had sent back Capt. Bartlett when almost at the end of his journey, taking with him only Nanson, the coloured man, there was an outcry. The explorer was accused of discriminating against the captain. He was moved by sinister motives. He did not want any white man to share his glory. He was unwisely and insanely jealous. By one critic it was said that he had dropped a long way down in the estimation of the American people. That was one side of the case.

Here is another side, and it is given by the Montreal Standard. Capt. Bartlett had preceded Peary and had been hewing the way. "When," says our contemporary, "it became no longer necessary to cut the road, Bartlett was not compelled to proceed further. He was relieved and, with great thoughtfulness on the part of Peary, sent back to camp to rest while the man whom he had led almost to the pole made the final flying journey that was to gather the laurels. Bartlett was eaved quite a walk. This remarkable act of consideration on Peary's part was also made at a great personal sacrifice, for in sending Bartlett back he was depriving himself of the only companion capable of assisting him in making the observations which alone could tell him when the goal was reached. Such consideration on the part of Peary showed how much he loved Bartlett, and how anxious he was to save him from unnecessary fatigue."

Thus one has the two views—one friendly and one unfriendly—and he is at liberty to accept which he likes. Peary could not probably please everyone, no matter what he did, and he will probably be the better satisfied in the long run that he pleased himself.

AN ATTACK WITHOUT CAUSE. Into the mouth of Sir Charles Rivers-Wilson was recently put a statement which reflected seriously upon the National Transcontinental commission. This commission is acting for the government in directing the construction of the Grand Trunk Pacific, and the critics found in Sir Charles' remarks the ground for a new attack upon the work. The complaint was this: 1. That the government had not fulfilled its promise to have the N.T. R. completed easterly from Winnipeg to Superior Junction and ready for the grain trade of this year. 2. That after a lapse of four and a half years only 120 miles of the contract had been finished. 3. That the charge was indefensible, and that neither the government nor the contractor had offered an explanation.

whole line is now complete. Some of the buildings are not ready to be turned over to the commission, but they are under another contract, and it does not interfere with the operation of the line. The time occupied was not four and a half years, but three and a half.

Comparison has been made between the work of the commission and the work of the company, and special reference has been made to the lake branch line from Winnipeg eastward to the main line. The lake branch was easy work and the commission, for some reason, relieved the company of the construction of eleven miles of very difficult cutting, and allowed it to put in wooden bridges, while on the Winnipeg-Superior Junction division the bridges were of iron. If the 200 miles of the lake branch were constructed, as Sir Charles says, within a reasonable time, and the Winnipeg-Superior Junction division 245 miles, embracing two immense sink holes, is completed within the same period, there is not much ground for grumbling.

Apparently, one of two things is in order: Sir Charles Rivers-Wilson owes the commission or the contract or an explanation for his unwarmed attack, or the interviewer owes Sir Charles an apology for misrepresenting him. In any case the government is free from all blame.

EDITORIAL NOTES. Oiling the roads does more than keep down the dust. It keeps the water out, and it is the water that does the mischief.

Visitors are impressed with the condition of Princess Street. It is doubtful if there is a worse piece of dust anywhere.

Now it is New York that, through a convention of independent electors declares for the public ownership of the railways and subways. Manage by whom? It is chiefly a question of men.

The British Columbia government is going to adopt a vigorous railway policy, and then go to the people. The provincial subsidy question is a rest? Or has that bugaboo lost its terrors?

The newspaper publishers of the United States are now kicking against the duty on Canadian pulp and paper when it is imported. Good. The shoe is pinching in the right place, and the remedy will follow.

Sir Charles Rivers-Wilson will be sorry he spoke about the government contracts on the Grand Trunk Pacific. He has been represented as a groucher by the conservative press, and hitherto he has passed for a discriminating and far-seeing man.

The Telegram reasons that the race track gambling is doing more than the moral reform committees to bring about a suppression of the evil. Possibly. It is only when rascality becomes rampant that some people and governments wake up to its enormity.

If what Dr. Cook is giving to the press, descriptive of his travels in the north, is fiction, it is the best of its kind. To picture events as he has been doing, he must have either a vivid experience or a very fertile imagination.

Chamberlain, from his retreat, presumes to direct the conservative party in England. His idea is to force a fight, and by collision with the



MRS. E. H. HARRIMAN, WHO GETS \$100,000,000 ESTATE. In one of the shortest wills ever written by a millionaire, Mrs. Harriman is given absolute control of one of the world's largest fortunes.

WILL KEEP ALIVE

FOSTER THE USE OF GAELIC TONGUE.

Glengarrigians Organize to Perpetuate the Customs and Traditions of the Scottish People.

Cornwall, Ont., Sept. 27.—Year after year the population of the county of Glengarry, which fifty years ago was almost exclusively Highland Scotch, is becoming more and more French-Canadian. The sons of the Scottish farmers of a couple of generations ago are scattered from Halifax to Vancouver.

With such a marked change in the population the Gaelic tongue, which at one time prevailed, is falling into disuse, and the Glengarry Scots are organizing a Highland society for the purpose of fostering the Gaelic language, Gaelic literature and the customs and traditions of the Scottish people, and further to induce some of Glengarrigians to remain on the homes their ancestors hewed out of the wilderness.

A meeting with this object in view was held at Alexandria the other day when Dr. D. D. Macdonald, John F. McGregor, A. A. McDonald, and John Kennedy were appointed a committee to draft a constitution and by-laws to be submitted at a meeting to be held on Oct. 13th.

B. A. Hotel Arrivals. McNeer McMinnis Munro, Boston; R. S. Croly, Cleveland; J. Worthington, Montreal; George M. Reynolds, Thomas C. Edmonds, W. J. Ackley, Portchester, N.Y.; Andrew Gorrin, Montreal; B. J. Bridge and wife, Oswego; Richard King, New York; L. N. Richardson, Toronto; George A. Dana, A. D. McQuigall, Brockville; L. A. Britton and wife, Sterling, Ill.; Stuart S. Scovil, Kenora; Walter R. Niersey, Toronto; Miss Lingham, Kingston, N.Y.; R. L. Lingham, New York; M. Eagan, Montreal; James H. Hall, Ottawa; J. C. Walsh, Montreal; A. F. Hamilton and wife, Toronto; E. Mossack, Rochester, N.Y.; H. A. Calvin, Toronto; W. A. Potts, Baltimore; W. Goddard, Montreal; George E. McDonald, Belleville; Mrs. George Squire, Portland, Ore.; Mrs. J. H. Gilbert, Ficton; A. G. Gallagher, Ottawa; Arthur Gauthier, Montreal.

Rockaway Beach People Coming. At noon, to-morrow, an excursion party, numbering 175 people, will arrive here from Rockaway Beach, Long Island, N.Y. The excursion is conducted by the Arion Steamship Co. of that place. The party boards the steamer America at Clayton, at 10 a.m. Tuesday, J. S. Randolph, of the Randolph hotel, has charge of the local arrangements, and has engaged three street cars to give the visitors a trip through Kingston. At 1:30 o'clock the party will have dinner at the Randolph hotel, and leave at three o'clock on the return trip.

Col. Faxton states that the Australian fleet will be ready in 1912.

Horse Distemper

Prince Edward Farmer Solemnly Declares Nerviline is a Specific. "After fifty years' experience in raising horses I can safely testify that no remedy gives such good results for an all-round stable liniment as Nerviline." This opens the very earnest letter of J. J. Evanston, who lives near Wellington, P.E. "I had a very valuable horse that took distemper a month ago, and was afraid I was going to lose him. His throat swelled and hard lumps developed. His nostrils ran and he had a terrible cough. I tried different remedies, but was unable to relieve my horse of his pain and suffering till I started to use Nerviline. I mixed a bottle of Nerviline and sweet oil and rubbed the mixture on the throat and chest three times a day and you would scarcely believe the way that horse picked up. Nerviline cured him. I also have used Nerviline for colic in horses and cows, and earnestly recommend it to every man that is raising stock." For strains, sprains, swellings, colic, distemper, coughs and colds, no liniment will prove so efficacious in the stable as "Nerviline"—it's good for man or beast, for internal or external use. Wherever there is pain, Nerviline will cure it. Reduce substitutes: Large bottles, 25c., five for \$1, all at dealers.

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