

\$25.00 FOR A LETTER

Can You Write One?

Eight Prizes to be Awarded in a Letter Writing Contest Open to Every One in Ontario.

Dr. Williams' Pink Pills for Pale People have been used in Ontario for a generation. Hundreds of remarkable cures have been reported during that time and there is scarcely a family in which the remedy has not been tried with beneficial results. This furnishes the material for the letter to be written in this contest. There is no demand upon the imagination; every letter must deal with facts and facts only.

PRIZES:

The Dr. Williams' Medicine Co., of Brockville, Ont., will award a prize of \$25 for the best letter received on or before the 20th day of March, 1911, from residents of the province of Ontario, on the subject: "Why I Recommend Dr. Williams' Pink Pills." A prize of \$10 will be awarded for the second best letter received, a prize of \$5 for the third best letter, and five prizes of \$2 each for the next best five letters.

CONDITIONS:

The cure or benefit from the use of

Dr. Williams' Pink Pills described in the letter may be in the writer's own case, or one that has come under his or her personal observation.

More than one cure may be described in the letter, but every statement must be literally and absolutely true.

The letter should be no longer than is necessary to relate the benefit obtained from the remedy in the case described.

Every letter must be signed by the full name and correct address of the person sending it. If it describes the cure of some person other than the writer of the letter, it must also be signed by the person whose cure is described as a guarantee of the truth of the statement made.

The writer of each letter must state the name and date of the paper in which he or she saw this announcement.

Fine writing will not win the prize unless you have a good case to describe. The strength of the recommendation and not the style of the letter will be the basis of the award.

It is understood that The Dr. Williams' Medicine Co. shall have the right to publish any letter entered in this contest if they desire to do so whether it wins a prize or not.

The contest will close on March 20th, 1911, and the prizes will be awarded as soon as possible thereafter. Do not delay. If you know of a cure write your letter NOW. Observe the above conditions carefully or your letter may be thrown out.

Address all letters as follows: The Dr. Williams' Medicine Co., Brockville, Ont. Letter Contest Department.

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Drink McCarthy's Ale and Porter. It's the best.

Agent, R. J. LAWLER

THOMAS COPLEY, PHONE 987.

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A reliable French regulator never fails. These pills are excellent in regulating the reproductive portion of the female system. Refuse all cheap imitations. Dr. de Van's are sold in all drug stores. Price 25c per box, or three for 75c. The Woodbine Drug Co., St. Catharines, Ont. For sale at Mahood's Drug Store.

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BOOMS \$1.00 a day and \$1.50 a day and \$2.00 a day. Grand Station New York City. Send to Mahood's Drug Store.

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The Great English Remedy. It cures all kinds of Croup, Whooping Cough, Sore Throat, Hoarseness, Asthma, Bronchitis, and all other Affections of the Throat and Lungs. It is sold in all drug stores. Price 25c per bottle. The Woodbine Drug Co., St. Catharines, Ont.

"A Tree is Known by Its Fruit"

AND OUR COAL is known by its good burning qualities.

P. WALSH, 55-57 Barrack St.

Make the Liver Do its Duty

Now that in ten when the liver is right the stomach and bowels are right.

CARTER'S LITTLE LIVER PILLS

Small Pills, Small Dose, Small Price. Contains most Best Signature.

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Something special in Mahogany, Oak and Rattan Rockers.

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TO QUIT SEAS

A Line of Famous Clippers to Leave

FEW ARE AFLOAT

KNOWN FOR NEARLY HALF A CENTURY.

Of Thirty Ships, Seventeen Were Wrecked—Their Tragic Stories—A Decidedly Interesting Tale.

New York Times. The recent passing of the great fleet of schooners which sailed under the new flag has been followed by news that another line of windjammers, the Loch Line, which for fifty years has been the biggest fleet of clipper ships sailing the seven seas, is to be broken up. To every port they carried the Loch Line flag, and now the order has gone out that the few ships left are to be sold.

Since the late sixties, when the first of the Loch Line flag sailed from Glasgow on her maiden voyage to Australia, more than thirty swift clipper ships have been built or bought by the line. Of that number only five or six are still in service. In as many sections of the globe the wrecks of seventeen or more, which cost the lives of more than 400 persons. Battered by seas and dismantled by winds, three have been converted into barges and one has been broken up.

In its day it was the mightiest fleet of sailing vessels ever assembled under the flag of a single line. In every case but one of the lost seventeen captains and crews, and in many cases passengers, all were lost.

It was in the latter part of the sixties that the Loch Line was organized by the Clanranald, Ben Nevis, and Loch Awe chartered by the Glasgow Shipping Company, and started on trading trips. The line was to have been registered as the Clan Line, but the registration of the trade mark "Clan" by another line forced the adoption of the other Scotch prefix for its clippers. So successfully were the three under charter that six ships were ordered built, all on the same model. These were the Lochs Katrina, Ness, Tay, Earn, Lomond, and Leven.

The Katrina took the water first and on Dec. 20th, 1859, she sailed from Glasgow. As fast as the others were ready, they followed the Katrina in each case the maiden voyage being made to Holston's Bay, Australia. On the six the Tay made the best record. Her arrival on Feb. 12th, 1870, in Australia ended a voyage of only seventy-three days. For nine consecutive days the Tay logged an average of 285 knots, her hammer day being 265, which is much better than many steamers made to-day in transatlantic passages.

The first of the sister ships to come to grief was the Loch Leven. Only one voyage had she made, when on Oct. 22nd, 1871, she ran ashore on King's Island, in the Pacific, and was a total wreck. Capt. Bennet's, her skipper, was the only man drowned. He had reached the shore safely, but was returning to the wreck to recover the ship's papers when his boat was overturned.

The night of Nov. 21st, 1873, in mid-atlantic was bright and starry. The Loch Earn, bound for this port, was howling along at ten knots, with the wind astern, when she crashed full tilt into the French passenger steamer Ville du Havre.

How the accident happened is not known. Both boats were in sight of each other for half an hour, but the bow of the clipper cut the steel side of the steamer to the water's edge. Capt. Robertson, of the Loch Earn, stood by and rescued sixty-one of the Ville du Havre's crew, and twenty-six passengers. When this had been accomplished the steamer went down, carrying with her 226 persons.

The next day the Tremontains, an American ship, bound for Cardiff, bore in sight, and the Ville du Havre's passengers were transferred to her. The Loch Earn then continued on her way, but the collision had injured her so she sank and her crew took to the small boats. They were saved by a passing ship and brought here.

For forty years the Loch Lomond had an adventurous career till in 1905 when she was sold. Three years later she was lost in a hurricane in the South Atlantic, with Capt. J. Thompson and his crew of ninety men. The Loch Ness and Loch Tay were sold

for hulks in August, 1898, and now are doing duty as coal barges. Both passed through terrible storms which dismantled and otherwise damaged them, and they were not considered worth refitting. They lie side by side in Adelaide, Australia. The Loch Katrina, first of the six, arrived at Sydney on May 10th, 1869, so battered by storm and wave that she, too, was sold as a barge.

Between 1873 and 1875 five ships were added to the fleet. They were the Loch Ard, Loch Maree, Loch Laggan, Loch Annachan, and Loch Ranoch. But ill-luck pursued this family of sisters as it had the others. On her maiden trip in 1874 the Loch Ard twice was dismantled before she succeeded in getting started. Twice she had to put back to Glasgow to be refitted.

With this inauspicious start it is not surprising that she came to be looked on as a hoodoo ship, and the hoodoo charm her until 1875, when, on June 1st, she was lost on her third trip. Capt. Gibb, her skipper, had been married a week before he sailed, but his bride never saw him again. When almost within sight of Hobson's Bay the Loch Ard was wrecked at Curdie's Inlet, twenty-seven miles from Port. Of her fifty-two crew and passengers only two survived. One was Tom Pearce, a man's companion, who saved one passenger, Miss Emily Carmichael, by swimming with her to shore. Pearce later became a commander with the Royal Mail Steam Packet Company. He died in December, 1907.

The Loch Maree, like the Ard, was dismantled on her maiden voyage and forced to return to Glasgow to refit. She was exceptionally well built, but that did not save her from the fate of her sisters. On Oct. 29th, 1881, she cleared Port Phillip Heads for Geelong, to load for New York, and was never heard of again.

That ill-luck follows a change in a vessel's name is an old sea superstition, and it was exemplified in the Loch Ranoch. The Ranoch was one of three sisters, built by Gouard & Co. of Glasgow, first known, respectively, as the America, Asia and Africa. The Africa left the Clyde in 1872, bound for India, and was never seen again. A five fast attended the Asia, which left Bombay in 1873. The America's name was changed to Loch Laggan, and on Oct. 1st, 1875, she left Liverpool for this port, under command of Capt. Hugh Campbell. She was never spoken of nor heard from again. More than forty men were lost on each.

But change of name did not work ill for the Loch Ranoch. Formerly the Clan Ranald, she had a peaceful career for thirty-four years, and in 1907 was sold in Norway, to be used as a whaler. In 1909 she was broken up for her timber for the same purpose.

The Cairo and the Great Queensland steamers converted into sailing ships, under charter to the line, were never reported after they had sailed from Glasgow in 1875 for this port. In each case more than thirty persons were drowned. One of the few ships which survived the gales of years is the Loch Garry, which recently was sold.

The Loch Vennachar had many a tempestuous voyage, and her sturdy career earned for one of her skippers, Capt. Bennett, a Lloyd's medal, the Victoria Cross of the sea. In June, 1892, Capt. Bennett took her through a three-day hurricane off the Cape of Good Hope, and reached port safely, though with all masts gone. But thirteen years later, in September, 1905, the Loch Vennachar went down with all hands, in the South Pacific. Capt. Hawkins, formerly of the Loch Ness, was in command, having relieved Capt. Bennett for that trip. In her also perished a son of "Tom" Pearce, hero of the Loch Ard.

The years 1875, 1876 and 1877 saw the Loch fleet increased by the Lochs Sunart, Fyne, Shiel, Sloy, Long, Ryan and Etive. The Sunart's life was less than seven months. She started from Glasgow on June 1st, 1878, and after visiting this port rounded Cape Horn and reached Melbourne, Australia, safely. On her way home she was lost, with all hands, including Capt. Wear, on January 11th, 1879, on the Skulmartin Rock.

After six years' service, the Fyne sailed for London on May 14th, 1883, from New Zealand, and never was seen again. With her were lost Capt. T. H. Martin, his wife, and three children. The Loch Shiel foundered on January 30th, 1891, off Milford Haven, England, but her crew was saved.

The Loch Sloy started on her last voyage on January 25th, 1899, from Glasgow. She carried a crew of twenty-nine and six passengers and a cargo valued at \$150,000. She was lost on Kangaroo Island, Australia, just before reaching Adelaide. Of the thirty-five on board, thirty-two of her passengers and crew perished.

With Capt. Strachan and his crew of thirty-two the Loch Long was lost in a storm near the Chatham Islands early in 1903. The Loch Ryan now serves as a trading ship for the government of Victoria, Australia, having been purchased in 1909 from the line which she served so well. The Loch Etive also is still ploughing the sea. In her first thirty-one years of service she had only two accidents. Capt. Stuart sailed her for seventeen years and died at sea in 1894. He was succeeded by Capt. Fiswick, who had been chief officer of the Loch Garry. He sailed in her until 1909.

The next new ships of the line, the Loch Maidart and Loch Torridon, were built in 1881. They were freight carriers principally, and had less passenger accommodation. They were so successful that in 1888 the Loch Carron and Loch Broom were built along similar lines. The Maidart met her last rest on January 27th, 1890, while going from Iquique, South America, to Hamburg. With her twenty-seven of her crew were drowned.

The Loch Carron, on August 30th, 1904, off the Irish coast, sank. The steel bark Inverkip, twenty-seven of whose crew were drowned and only two saved. Among those on the Inverkip were Capt. Jones, and his wife. She was seen kneeling in prayer on the deck, and he was on the bridge as the Inverkip sank. The Loch Torridon had many narrow escapes from wreck, and has been dismantled three times, but she is still in service. This has passed the greatest fleet of



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sailing vessels ever assembled, not even excepting the Swallow fleet and those which wait in the harbor of lost ships have added much to the stories of the sea that are told in every port where sailors call.—New York Times.

Health and Beauty.

A solution of one teaspoonful of peroxide into a teacup of water makes a sanitary wash to use in the mouth every morning and evening. Cold water soothes the pain of any sudden inflammation of the eye, hot water will help to dull the pain and a weak solution of boric acid is always good for the eye.

A few drops of oil of lavender in an open receptacle, such as a bowl or deep dish, containing water and placed in bed rooms or apartments will clear the "stuffy" atmosphere.

Lemon and orange rinds, dried, powdered and sprinkled over a shovel of live coals are a fine disinfectant and impart a delightful odor to an ill-smelling room. Sugar and ground coffee may also be used in the same manner with good results.

Every mother should keep a supply of lint and boric ointment in the medicine cupboard and when an accident, such as a cut finger occurs it may be used. Spread a little of the ointment on the lint and lay it on the injured part after it has been washed thoroughly with hot water. Cover the lint with a soft rag and tie up.

Too Many Bank Failures.

Barrie Saturday Morning. Since the confederation of Canada, in 1867, there have been twenty-two bank failures, as follows: Commercial, St. John, N.B., 1868; Acadia, Liverpool, N.S., 1872; Metropolitan, Montreal, 1877; Mechanics, Montreal, 1879; Consolidated, Montreal, 1879; Liverpool, N.S., 1879; Stadacona, Quebec, 1880; Exchange, Montreal, 1883; Maritime, St. John, N.B., 1887; Pictou, Pictou, N.S., 1887; London in Canada, London, Ont., 1887; Central, Toronto, 1887; Federal, Toronto, 1888; Prince Edward Island, Charlottetown, P.E.I., 1881; Commercial of Manitoba, Winnipeg, 1893; Banque de Peuple, Montreal, 1895; Ville Marie, Montreal, 1895; Banque St. Jean, 1895; Ontario, Toronto, 1906; Sovereign, Toronto, 1907; St. Stephen, N.B., 1910; Farmers bank, Toronto, 1911.

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