CURED OF CONSTIPATON

Mr. Andrews praises Dr.

Morse's Indian Root Pills. Mr. George Andrews of Halifax, N.S.

"For many years I have been troubled with chronic Constinution. This all ment never comes single-handed, and I have been a victim to the many illnesses that constipation brings in its train. Medicine after medicine I have taken in order to find relief, but one and all left me in the same hopeless condition. It seemed that nothing would expel from me the one ailment that caused so much trouble, yet at last I read about these Indian Root Pills.

That was indeed a lucky day for me, for I was so impressed with the state-

give them a fair trial. They have regulated my stomach and bewels. I am cured of constipation, and -I claim they have no equal as a medi-

them. They cleanse the whole system | ronto Star Weekly. and purify the blood. Sold everywhere | The romance of the new West and

W. C. Bennett, Tipsmith and Plumber, has Removed his place of, To say nothing of the homesteaders, class Tinsmithing and Plumbing doner also agent for the Souvenir

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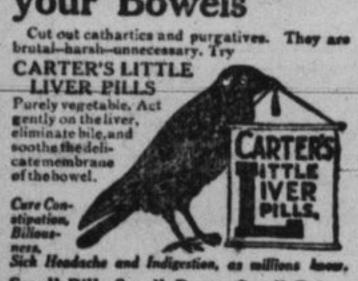
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A day started on Cowan's Cocoa is a day with a clear head and a steady nervea day full of snap and life. Cocoa nourishes the body. It is rich in food value and



PIONEER'S PRIVATIONS

HIS LOT NOT SO PLEASANT AS MIGHT BE SUPPOSED.

The Easy-Going Fellow Depicted In the Magazines Represent Only One Side of the Hardships That Confront the Path-finder In the Wilds -Death and Suffering Are the Frequent Reward of the Frontiersman.

There is a great difference between pioneering as it is in real life and as t is in the magazines. Stories of exploration in the wilderness parts of Canada, racily written and with picments made that I determined to tures to boot, are very entertaining, and they contribute much to the halo of golden interest that is gathering about the north. Life in Canada would be tamer and poorer without the zest of new things in new regions, out of For over half a century Dr. Morse's I which good reading matter is made, Indian Root Pills have been curing con- | But the stories are at times not so stipation and clogged, inactive kidneys, last inating in real life as they are in with all the ailments which result from | print, says Aubrey Fullerton in To-

> the new North comes not without cost. Pioneer work, and rare adventure, and possible danger, go always with the wide spaces, and beautiful sunsets, and natural charm. And what makes the wilderness interesting, so far as stories go, is that there is a deal of human effort behind the

business from 373 King St. to 191 the miners, and the railway builders. Princess Street, pext door to the all of whom are life and blood of the late S. J. Horsey's Hardware Store. West and the North, there is a body where he will be pleased to of men whose history, if it could be meet all his old customers and as gotten together, would give romancemany new ones as require first adventure without end. They are the up and down and across the country. spying, prospecting, surveying. And they are still doing it, though by-andbye they will have the whole halfcontinent measured and mapped. The surveyor is the first chapter in national enterprise nowadays. He makes the way for the settler and the capitalist, and his word goes. Farms, railways, mines, depend upon him and the way he does his work. He changes our geography for us, and the engineerwho frequently accompanies him changes our business conceptions. But this is in the large. In detail the work of these men means hardship. and tight corners, and experiences that at the time seem anything but romantic and interesting.

A party of railway surveyors and engineers who were locating a preliminary line in northern British Columbia a year ago cached a large part of their food supplies and then went on to the Yellowhead Pass. On their return they found that the Cree Indians had broken into their caches and stolen everything estable. It looked very much like starvation, in consequence, and the fact that it was winter made things all the worse. There was nothing for it but to take the trail and trust to finding some game slong the way. Only enough food remained to put every man on short rations, and over the last ninety miles twenty-two men subsisted on one hundred pounds of flour. The chief of the party lost twenty-eight pounds in weight during that weary winter march, and the pangs of hunger were experienced by all to a degree that

came perilously near to starvatoin. Two timber cruisers went out to look up some timber on Texada Island, which lies between Vancouver Island and the mainland. One of them went ashore and the other re mained in the boat. A storm came up, one of the oars broke, and the boat was blown into the strait, never to be heard of again. The man ashore was marconed. He had no food, no blankets, and only a few matches. Even his knife had been left in the boat. The sputheast end of Texada Island is uninhabited, and there was no hope of aid in that direction. Al that could be done was to break off some boughs and make a rude shelter in the woods, with a little fire to warm him up through the night in lieu of something to eat. He was confident that he would be picked up the next day by some passing boat.

> The next day, however, though tugs and steamers passed up and down the strait, none came close enough to see his signals, and rescue in that way seemed at last to be very doubtful Then he started to walk through the woods, in hope of finding some Indians or settlers on the other side of the island. It was a long, hard walk, and to no purpose, for not a man was to be found. To walk up to the other end of the island, where there are some settlements, was out of the question. Days and nights passed, cold, shelterless, and foodless, except for a few fish that were picked up along the shore, and the unhappy prisoner gradually weakened. On the sixth day a steam-tug, seeking shelter from a threatening storm, came near enough the island to see a signal and the man ashore climbed a rock and waved his coat as continuously as his little remaining strength allowed. When taken off he was in a condition that would have probably made another forty-eight hours on the island

Traveling in the wilderness is al ways difficult, and even when there is a trail one cannot count upon much in the way of speed. In the Yellowhead country two prospectors were traveling last fall on the right-of-way along the Grand Trunk Pacific route, where the clearing had already been done, and at one point it took them ten hours to make eight miles.

Abolishing the Parlor.

Ottawa is the centre of a better housing movement, which has some novel and attractive features, not the east of which is the abolition of the parlor. The house as a home, where without restriction, is the idea which |den's party arrived there was: "Even- | minerals, compared with \$85,557,100 | ports. is promulgated, and the competition | tually you must come to Melville, why | in the preceding year, an increase of for prizes for the best plans will be not now?" (There is something about about 7.3 per cent open to the architects of the whole the self-effacement of these prairie Metals increased by \$2,382,473. ion that the race has been held in brick hotel, and one of the largest metallic products by \$1,001,532. Onbondage to the parlor long enough - skating rinks in the West.-Saturday | tario led all the provinces by produc-London Free Press.

Dissipation has dimmed hining light.

The too suspicious man is seldom if ever, the happy one. Mortgages, as well as deeds, live

PAPER-MAKING PIONEER

Half a Century.

John R. Barber, ex-M.P.P., whe re- The New Ontario fire disaster has cently celebrated his seventieth birth- enlarged the acquaintance of the puband in point of years of continuous J. L. Englehart. ber plant was three carloads of wrap- arose. then being built.

setting fire to the cargo.

four paper companies and vice-presi-110-ton news print mill as Espanola Ontario, on the Spanish River. He can recall many interesting incidents in connection with the expansion and development of the paper trade. which, owing to the great national resources in the shape of pulpwood, has become one of the strongest industrial factors of the Dominion. In the very early days ground wood and sulphite pulp were unknown in the making of paper, pea, wheat, and oat straw and cornstalks being used, while news print was made from rags and sold as high as fifteen cents per pound. To-day news print is purchased by the big publishers of Toronto for a trifle over two cents per pound.

A Duke In Canada. Canada is to have among its summer residents this year, living on his own estate near Calgary, one who holds the highest rank in the peerage of the United Kingdom. The summer visitor will be Cromartie Sutherland-Leveson-Gower (pronounced Looson-Gore,) fourth Duke of Sutherland, whose title of earl was conferred nearly 700 years ago. The duke is the largest land owner in Great Britain, his estates in England and Scotland aggregating 1,368,600 acres. The Scottish tenants live in the bleakest and most barren part of the Highlands, where the struggle for existence is a hard one. Last year the duke, with the idea of establishing colonies of his Scottish tenantry in the Canadian West, where their toil would be more handsomely rewarded, bought 250,000 acres of land in Alberta and British Columbia, near the route of the Grand Trunk Pacific. The land purchased is of two kinds, one suitable for fruit culture, the other for mixed farming. One hundred families were sent out, and settled on the land last year. During his visit this summer the duke intends to personally study the conditions of the people and to supervise the distribution of the land. He will Rosslyn, the peer who was an actor or some years, and will be rememreal live earl performing on the stage.

Dr. Hogg's Appointment. The new University of Saskatchewan, which is being rapidly developed ut Saskatoon, is quietly securing for its faculty some of the most promis-

ing young men in Canadian university One of the latest appointments is that of Dr. J. L. Hogg, who has been on the staff of McMaster University for the last five years as professor of pnysics, and who has been very popuiar as a locturer and director of practical work in his department. Prof. Hogg is a Canadian, a graduate of the University of Toronto, and a scientist of wide reputation. He took postpapers on rarified gases which have brought him to the attention of some of the foremost scientists of the world. He is to have charge of the department of physics at Saskatoon. and will have the opportunity of picking the equipment of the laboratory.

I'wo years ago the same university took from the staff of McMaster, Dr. E. H. Oliver, giving him appointment as professor of history and These two young men are a distinct

gain to the young university of the middle West, for their work will undoubtedly bring distinction to the faculty with which they are connected. -Star Weekly.

The Assurance of Melville. Melville, Sask., is in the three-yearold class, and to do her credit, she hardly looks her age. She sprang into being in a night when the steel of the Grand Trunk Pacific was laid at her | the mines branch of the Department doors, and her modest motto, flaunted of Mines, Ontario produced in the

All is fair with some men until they get caught at it. There's always a vacancy in

gutter if you want it. It is only the coward that surrenders before the battle.

SERVING THE PEOPLE

John Barber Has Been In Business J. L. Englehart is an Apostle of Creed | Carillon-Grenville Line Is the Smallof Public Duty.

day, is undoubtedly the most widely lie with one of the most noteworthy known paper manufacturer in Canada, men in the service of the people-Mr. connection with the business is an The Temiskaming & Northern Onoutstanding figure. He has seen over tario Railway, running from North half a century of constant identifica- Bay to Cochrane, made New Ontario. tion with the industry. It is fifty-five It was conceived by Sir George W years since he first worked in a mill Ross. His Government built most of come part of the new Ottawa-to-Montfinishing room. The mention of the it. Mr. Englehart is chairman of the name "Barber' at once brings to the commission which now operates it for mind the thought of paper, and all the people. When news came of the other makers in Canada look upon big fire, the Government gave Mr. him as the doven of the trade. His Englehart authority to act for it in father, James Barber, was the first the crisis. Mr. Englehart, from Toman in Canada to learn paper-making | ronto, telephoned Supt. Black of the by hand. With his sieve, vat, and T. & N.O.: "See here, we have been blanket he was an expert at the work. | placed in full charge of this affair. and turned out enough sheets every | Turn the whole force of the road on week to draw thirteen and fourteen the job and do all you can to prevent days' pay. The mill, where he labor- | suffering." Then he got busy himself, ed. was at Crook's Hollow, which in arranging quickly for systematic, im-1830 was a great manufacturing centre, | mediate relief, and advising as to the five miles from Dundas. The father distribution of the Toronto fund raisof Hon. Adam Crooks, who was the ed for the sufferers. The sign put up of five feet six inches and used as the first Minister of Education in Ontario, at Englehart station reading; "No one owned the industry. The first mill of | need pass by here hungry." and signthe Barbers was erected at George- ed by the chief of the railroad, voices town in the middle fifties, there being | the sympathy and sense of his policy at that time only three other news of relief. And it was a fine thing for | begun in 1857 and was to have been plants in the country, that owned by the province that a man of Mr. Englethe Taylors on the Don being one of hart's size, in head and heart, was the only part completed by the buildthem. The initial product of the Bar- | ready at hand when this emergency ping paper, and the Grand Trunk was Mr. Englehart was born in Cleve-

land sixty-four years ago. Starting as The wrapping paper was heaped on an ordinary employe in an oil con- Sykes by the Ottawa River Navigathree flat cars for shipment to To- | cern, he soon became owner of a pros- | tion Co. ronto by means of a construction perous oil business of his own. He train. In those days locomotives came to Canada in 1870, when he was burned wood and there were no box twenty-three, doing business at Loncars. As the engine puffed and snort don and Hamilton. In 1881 he went ed it emitted many sparks and John to Petrolea to operate the Imperial fashioned wood-burners and its smoke-R. Barber, then a boy in his teens. Oll Co., in which his former interests | stack somewhat unusual in shape. I along with several men from the mill. were incorporated; and he is still vicerode on the flat cars. They were well president of that concern. A good oil proclaims the fact that it can run as provided with buckets of water to keep man has to be something of a railroad | well backwards as forwards, and if the wood sparks from the locomotive man as well. Mr. Englehart is. So when the Whitney Government was To-day, Mr. Barber is president of forming a new T. & N. O. Commission to succeed the Ross commission, dent of another, which is erecting a Mr. Englehart was asked to go on the board. He had become a British subject, also a Conservative, and with a large fortune made, he felt there was more in life than piling up more money. So he accepted Mr. Whitney's offer, and later became chairman of

When he left Petrolea, he presented the town with his fine home, surrounded by thirty-five acres of beautiful landscape gardens, as a park and I gauge of four feet eight and a half hospital. To him the salary of \$5,000 he receives as chairman of the T. & N.O. Commission is a small matter. He serves the public because he thinks the work is useful-really rebuilt to standard gauge, and it has worth while. They say he knows already been suggested that "The every spike in the road. Certainly he knows all the men working on it, and whenever an employe makes a good showing he receives a cordial letter from Mr. Englehart telling him his work has been appreciated. The combination of competence and generosity shown in his grasp of the fire five miles from Montreal. The disaster is shown in everything he does. Would that we had more men of his high stamp in the public ser-

E. M. Macdonald.

Mr. Edward M. Macdonald, K.C. M.P., of Pictou, Nova Scotia, who is expected to succeed Sir Frederick Borden as Minister of Militia, is one of the leading lawyers of the Maritime Provinces, and has been in politics for many years. He was born at Pictou in 1865. His first three attempts to become a Parliamentary representative of the people were unsuccessful. He was beaten for the Nova Scotis Legislature in 1894, and in 1896 and 1900 was defeated in running for the House of Commons, his successful op ponent on both these occasions being Sir Charles Hibbert Tupper. He secured a seat in the Legislature, however, and resigned it in 1904, when he was elected a member of the Commons, and has since retained his seat. For years he has been strong and influlikely be accompanied by the duchess, ential as a public man, and as a lawwho is a sister of the present Earl of | yer has formed most important connections. One of his clients is the Dominion Coal Co., which he reprebered by many readers who saw a sented in its big fight with Dominion Steel. He has also represented the Province of Nova Scotia in important

Mr. Macdonald is a clear reasoner and a strong debater, and his services in the House are much valued by the Prime Minister .- Toronto Star Weekly

At a Quick Lunch Counter.

The youths who wait behind the counters in the quick lunches acquire a certain kind of crude but ready wit from their constant association with all sorts of men who think it is part of their duty to make remarks about the things they buy to eat. The lads who wear the white aprons and hand out the steaming dishes do not always graduate work at Harvard University, come out second best in the exchange and while there published a series of of pleasantries. A week or so ago a "general grouch" went into one of the lunch counters and proceeded to complain about everything. "Say, waiter, did you make this coffee of chewing tobacco?" and "Say.

waiter, how many people have refused this egg?" were sample remarks. At last he ordered a chicken patty, and tried it. "Lood here, there is no chicken in

this," he exclaimed "I guess not," was the unexpected reply of the waiter. "Perhaps it is

"Then what do you call is chicken patty for if there is no chicken in it?" inquired the irate customer. "Well, if you bought a dog biscuit, you would not expect to find any dog in it," retorted the waiter.-Saturday

Ontario's Mineral Output.

According to the annual report of

ever, Melville boasts of a \$100,000 real | ducts by \$5,193,303, and other noning 40 per cent. cf the whole.

> Good as well as bad reputation is established by publicity. Sooner or later uncurbed curiosity is bound to cause trouble. Ambition never invests in alarm

A QUAINT RAILROAD.

est In America.

The Carillon-Grenville Railway of Canada (once called the Old Sykes Line), operated in connection with the Ottawa River Navigation Co.'s boats running between Montreal and Ottawa, according to recent press despatches, will soon lose its identity by being merged into the Canadian Northern system, and will soon bereal line which the C.N.R. is building via Hawkesbury. This quaint, indeper dent public railway of broad-gauge and wood burners is the smallest rail. way in America, and the old engine, "The Ottawa," is also the oldest in America, and once had the honor of driving the late King Edward. It was built in Liverpool in 1849. Although still in good working order to-day, it is so great a curiosity that American and English locomotive builders and railway men have made special trips to see and ride on this quaint railway built of old Irish broad-gauge connecting link around the rapids. There are thirteen miles of track in connection with this line. The road is a section only of one which was built from Montreal to Ottawa, but ler, Mr. William Sykes, the wellknown engineer of that time, was that between Carillon and Grenville, which in 1863 was bought from Mr. The old engine of the line presents

a remarkable appearance to-day with the great breadth of beam necessitated by its broad-gauge and with its old-? you look at the rails you will see that they are made "U"-shaped and of iron. Therefore there is little danger of the engine running off the track even if the train does go at the rate of twenty-six miles an hour. A representative of the firm of locomotive builders who supplied it recently made a trip to Grenville in order to inspect it. There are also a few passenger and flat cars still in use by the company and a second engine which was bought from the Grand Trunk Railway some forty years ago when the Grand Trunk discarded the broadtinches. This old-timer also presents a remarkable appearance. But these pioneer engines still in use will soon be discarded, as the tracks will be Ottawa" should be presented by the Hon. Senator Owens, the owner of the

line; to the "Chateau de Ramezay, in Montreal. Carillon, from which the quaint train starts, is a delightful riverside resort at the head of the Lake of Two Mountains, and is forty / charming little village, with its widwaters, has the largest dam on the continent, built by the Canadian Gov ernment at a cost of \$1,350,000. It is two thousand feet long and tweiv feet high and was commenced in 1873

and finished in 1881. At a half-yearly meeting of the stock-holders of the Champlain & St. Lawrence Railroad in 1848, then twelve years old, but the oldest railway in Canada, a number of new rules, bylaws and regulations were adopted, which show that already the company had commenced to dictate to the public, and the public to encroach upon the company. This was half a century before the creation of

a Railway Commission. Several of these regulations are interesting as indicating the conditions of travel at that time. Passenger were required to procure tickets hi for the train started, and to occupy places in the cars indicated by the tickets, under a penalty of ten shift lings. The regulations go on to say No person allowed to go upon the locomotive or tender; no smoking allowed in the first-class cars; no person allowed to go on top of the passenger cars; no dogs allowed in first class cars." The company refused responsibility for packages of bank notes placed on charge of its servants. or for animals, glass, earthenware stoves, marble in slabs or manufac tured, and furniture, "which will be carried at the risk of the owner."-H. Gerald Wade in The Globe.

Overcropping.

"The trouble in Manitoba corresponds closely to the trouble in Dakota. Farmers are overcropping the land. They say that they are not but I tell them fearlessly that the are. They are shipping away the essential element, and they are no returning it. They are taking who they call the fibre from the earth, an the result is the blowing which witnessed every summer. Then, in addition, there is, as a result of the continual cropping, a fungus, which attacks the root of the wheat. These causes will do much to lessen the yield of wheat this year in this province and the crop will be less than the farmers expect."

This is an expression of opinion from no less an agricultural authority than Prof. Thomas Shaw, says the Farmers' Advocate, who has spent practically all his life teaching agricultural conditions.

Flax In Canada.

While wheat is the great staple product of Western Canada and has added to the total output tremndously in recent years, it has probably not increased, proportionately, more than flax, which is already one of the great revenue producers of the West. In fact, in the last five years the yield has been growing so rapidly that it has practically wiped out the imports, every room will be used, and used in the breeze the day Mr. R. L. Bor- twelve months \$91,831,440 worth of while adding extensively to the ex-

The great flax producing provinces are Manitoba, Saskatchewan and Alberta. Canadian linseed oil manufac-Dominion. The organizers of the towns which grips an easterner). How- structural materials and clay pro- turers believe that the Western flax industry is only in its infancy and that it will eventually surpass in magnitude even that of the flax-producing

> It is not an honor to belong to the "I told you so" class. Some men are known by the fruits ! of other people's labor. .In some instances, now and then is altogether too frequent.



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