

YEAR 79—NO 11.

KINGSTON, ONTARIO, SATURDAY, JANUARY 13, 1912.

SECOND PART

CHRONIC CATARRH NOSE AND THROAT

"At the Advice of Friends I Tried Peruna and the Results Have Been Highly Satisfactory."—So Writes Mr. Pilon.



MR. RAOUL PILON, 116 Rue Notre Dame, Lachine, P. Q., Can., writes: "I write you a few words to express to you my satisfaction at being cured. I was afflicted with catarrh of the throat and nose and suffered much. I was greatly discouraged. I had a bad breath and a bad taste in my mouth in the morning.

"I took treatment for some time without obtaining relief. At the advice of friends I tried the Peruna and the results have been highly satisfactory. At the end of four months I was completely cured."

Neglected catarrh becomes chronic. Having developed into the chronic stage, a longer and more persistent treatment will be required to cure it than if the disease were treated at the onset.

However, Peruna generally brings relief, whether the catarrh is acute or chronic. If you are wise you will keep Peruna on hand and take a few doses at the first appearance of a cold or cough, and thus perhaps save yourself both suffering and expense.

Peruna is recognized the world over as a standard remedy for catarrh. A multitude of people have been benefited by it. Ask Your Druggist for a Free Peruna Almanac for 1912.

WE SELL
Scranton Coal Co's Coal

North End Ontario Street.
Selected from the Celebrated Richmond No. 4 and Ontario No. 1 Mines, the best Anthracite Coal mined in Pennsylvania.

Place your next order with
THE JAS. SOWARDS COAL CO.
Phone 155.

BUILDERS
ALL KINDS OF LUMBER AT LOW PRICES.
ASBESTIC PLASTER FOR SALE.
ALSO COAL AND ALL KINDS OF WOOD.

S. Bennett & Co.
Cor. Bagot and Barrack Sts.
Phone 941.

SHE GOT WHAT SHE WANTED

This Woman Had to Insist Strongly, but it Paid

Chicago, Ill.—"I suffered from a female weakness and stomach trouble, and I went to the store to get a bottle of Lydia E. Pinkham's Vegetable Compound, but the clerk did not want to let me have it—he said it was no good and wanted me to try something else. But knowing all about it I insisted and finally got it, and I am so glad I did, for it has cured me.

"I know of so many cases where women have been cured by Lydia E. Pinkham's Vegetable Compound that I can say to every suffering woman if that medicine does not help her, there is nothing that will."—Mrs. JANET KILGORE, 3948 Arch St., Chicago, Ill.

This is the age of substitution, and women who want a cure should insist upon Lydia E. Pinkham's Vegetable Compound just as this woman did, and not accept something else on which the druggist can make a little more profit.

Women who are passing through this critical period or who are suffering from any of these distressing ailments should not lose sight of the fact that for thirty years Lydia E. Pinkham's Vegetable Compound has been the standard remedy for female ailments. In almost every community you will find women who have been restored to health by Lydia E. Pinkham's Vegetable Compound.

DR. ROUSH'S RACY LETTERS

He Writes to the Whig About His Tour in Norway and Elsewhere.

A Plunge into the Savage Seas of the North--Bear Island Reached--Impressive Monument of Aurora's Realm--A Glacier-Guarded Gate.

Special to the Whig.
The North Cape is the extreme goal usually sought by the ordinary traveler to the "Land of the Midnight Sun." Here for about ten weeks in summer the sun hangs at midnight above the restless waters of the Arctic ocean, like a low burning lamp of Aurora. The North Cape for us, however, was only the beginning of our polar cruise. True the fjord trip with its marvelous scenery and wonderful color and atmosphere is indescribably beautiful and, compared to ordinary latitudes, is far northward, for as you know all of Iceland and Alaska and much of Greenland lies south of North Cape and one realizes that beyond this point he is indeed approximating that unknown stretch of icy desolation around the very pole itself.

We were, therefore, all fully alive to the fact that this plunge into the savage seas of the north was no child's play, and that the "pleasure cruise" feature of the trip ended at North Cape. That we were about to enter the strenuous field of polar exploration with its attendant hardships and dangers, was strikingly emphasized by the presence of our second ship, that now never lost sight of us, and always stood ready to deliver us if perchance the Kong Harald should become hopelessly entangled in the treacherous ice pack of the pole.

It was, therefore, an impressive meeting when we gathered on deck that night under the lee of North Cape and girded on our armor, so to speak, for the invasion of the land of Aegir and Ran, that relentless pair who rule over the Arctic waters and who neither give nor take quarter when they engage these northern elements with man. But our party for the most part was composed of seasoned travelers, fully acquainted with the vicissitudes of travel and fully prepared to meet whatever of inconvenience or privation the cruise held in store.

Our equipment was of the very best. Both the Kong Harald and our reserve ship, the Neptun, were especially built for polar cruising and manned by Norwegian officers and crews who had spent years in various craft that sailed the northern seas.

The Ship's Commander.
Allow me to introduce you to Capt. Arnet, commanding the Kong Harald. Does he not inspire you with confidence from the moment his rugged and kindly features beam good-naturedly upon you? Then he grasps your hand—powerfully but gently—in a manner that carries conviction with it, and you know that he is the sort of captain that in case of dire distress would be the last to leave his ship. And as the days go by you learn to love him, not only on account of his consummate seamanship, but also because of his big manly heart, as tender as a woman's, yet as stern, when necessary, as a Caesar's. His picture stands on the desk before me as I write and I realize that now in January, with the midnight gloom almost constantly hovering over the Norwegian coast, this same quiet, imperturbable master of the restless main is sailing his now commercial ship among the rocks and cliffs of the bleak winter seas that break in a threatening mood on Norway's storm-swept shores. Capt. Arnet is one of the most trusted commanders of the Nordenfjeldske Dampskibsselskab—a maritime organization not as piratical as its name sounds, which being translated, simply means "The Northern Fields Steamship Company"—and was naturally selected as the most competent man to command this rather dangerous polar expedition. And so our ship with Capt. Arnet for commander and a picked crew under him could not have been better manned.

The Kong Harald is a small ship and at first thought one might consider the size an objection. Nothing, however, could be farther from the truth. The continental steamship companies that have attempted these perilous voyages in big ocean-going vessels do not get within the real polar zone. They cannot navigate the ice, and what knowledge of these regions one gathers from the deck of a big liner is indeed very superficial. They can take no chances because the risks among the icebergs is an ordinary iron liner would be tremendous. Fortunately, having no relief ship at hand in case of accident, the captain of a single ship must necessarily steer clear of the most interesting places and the traveler comes away from Spitzbergen with only a bird's-eye view of this bleak, but fascinating domain. Of the several big steamship companies that dispatched ships to these waters last summer but one, so far as I know, was able to get in through the ice. Then again the comforts on a small ship may be as complete as on the most palatial steamer. Personally I found the large, roomy cabins of the Kong Harald with no upper berths and all the latest sanitary arrangements to be equal to the best and superior to most of the more pretentious steamers. So that what at first would seem an objection is in reality the greatest recommendation a polar cruising steamer can possess.

And as we plunged into that tremendous sea our ship, though small, behaved in a most precariously manner and the way it rode those angry

angry crest our trailing "Neptun." And again and again this picture always impressed me with a sense of pity for the boasted achievements of man. I don't know why but there was always something extremely pathetic in the sight of this little boat that proud product of man, lifted at will by this powerful leviathan without even being conscious of its presence. And yet this parasite on the bosom of the sea was filled with still smaller forms of life—human beings—who, measured by their titanic surroundings, became microscopic in comparison.

Perhaps it was the mood of the ocean—it might have been the humor of the climate—but, however this may be, the sight of the pointed, snow-capped peaks of Spitzbergen only accentuated the feeling of pathos and pity that obsessed me and held me irresistibly in its unrelenting grasp.

Arrival at Bear Island.
Finally we reached Bear Island—three half-way haven between North Cape and the southern shores of Spitzbergen—and into the little sheltered harbor we steered where for a few hours we rode in peaceful waters at rest. Here we again ascended our deck and exchanged experiences. The ladies put on additional wraps and the sailors relished the baggage that had gone adrift in the cabin and things generally were put in ship-shape for the final dash to the shelter of Spitzbergen and the ice pack of the pole. Bear Island stands solitary and alone in the middle of the Arctic ocean and always reminded me of one of those breathing spots in the centre of a crowded London street where surrounded by a row of stone posts, one may stop and collect his thoughts and effects before he plunges again across the remaining half of the thoroughfare.

We were far to the north of the zone of vegetation and the name "Bear Island" would have been even more appropriate if the "is" instead of the second could have been the final letter of the first word. At the lunch counter on deck which was now kept open throughout the never-ending day many regaled themselves and fortified the recently harassed inner man with "the substance of things hoped for" though evidently too recently seen.

Captain Arnet now came down from the pilot house and assured us the worst would soon be over and thus encouraged by the hope of an early glimpse of Spitzbergen we made ready at the sound of six bells for the second encounter with the bellicious Arctic. The ocean, sullen and resentful, lashed its foamy crest to and fro like the swaying of an angry beast at bay. As the bleak outline of Bear Island sank below the steady blue horizon the moan of the disconcerting breakers against its rocky base sounded like the wail of a lost soul within the gates of perdition.

There was an eerie sensation, an unnamed dread that obsessed one of this tumultuous sea difficult to control. It was the consciousness of man's utter impotence and insignificance as compared to the awful elements about him—the conviction that here on this northern waste of waters he was far from his familiar world, far from all that renders life worth while and far from that influence that makes for progress, growth, vitality and civilization.

It was desolation personified. The ocean, maddening in its monotony and dominated by that ever constant minor undertone, soon overwhelmed one by its melancholy mood and its spirit of hopeless dejection. Even the human voice jarred disconcertingly down these stretches of eternal sadness. Again and again I caught glimpses of that seething sea broadening out into infinity and tossing about like a cork on its

Two Thousand People Turned Out in Zero Weather.
New York, Jan. 12.—Two thousand dwellers in the Bowery tenements were turned out of their homes, this morning, in zero weather when a fire caused by the upsetting of grease, destroyed three buildings, with a loss of twenty thousand dollars. It tied up railway traffic, and for a time it looked as if the fire might wipe out the large part of the famous Bowery.

TURKS BADLY DEFEATED.
Seven Boats Sunk and 200 Men Lost Their Lives.
Rome, Jan. 12.—An official announcement issued to-day says the Italian fleet in the Red sea has fought and destroyed a flotilla of seven gunboats and armed yacht off Suvaids. There were no Italian casualties, although several hundred Turks were killed or drowned.

Our Princess' Fad.
Princess Patricia has that rare and rather dangerous talent for caricature which may be described as satire of the pencil, and lately she has been amusing her family circles with some rather daring "take-offs" of themselves. One represents the Duke of Connaught (her father) in a violent rage, wearing the uniform of a field marshal, and calling out, "Where's my horse?" This sketch is framed and hung up in the billiard room at Balmoral. The princess colors her sketches and gives them a dainty and dashing finish, which makes them excellent pictures, apart from their value as portraits. Just occasionally, of course, she has managed to get into trouble with them—what caricaturist does not? All the same, she must get quite enough fun out of them to pay for it.

VELVET USED EVEN ON MOTOR COATS.
Despite the considerations of dust and rain, velvet trimmings are much used this winter on motor coats and bonnets. Velvet, in fact, is so fashionable that no costume seems to be able to get along without a spot of velvet, and it is so simple as it looks in the black and white print, is really a very dashing affair. The material is a heavy coating mixture of brown with flecks of currant red and the velvet trimmings are in a rich currant red shade. The buttons are of red and white enamel. With this coat goes a bonnet of white lace over cherry red satin, draped with a white Shestland veil.

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—not only the greatest sound-reproducing instrument—not only the greatest MUSICAL instrument—but the greatest

Edison Phonograph

THE Amberola brings to your home not only all of the extreme pleasure to be derived from all of the very best of every kind of entertainment, but a further pleasure in the possession of an exquisitely designed and beautifully finished piece of furniture that will take its place in your home in harmony with your other precious possessions.

You have your choice of four finishes—Mahogany, Circassian Walnut, Golden Oak and Mission Oak. The Amberola is the only "concealed" horn instrument that is an Edison—Thomas A. Edison's highest development of his own invention, the Edison Phonograph. That means that it is the instrument with exactly the right volume of sound for the home, that has the sapphire reproducing point that does not scratch or wear the records and lasts forever—no changing needles; that it plays both Edison Amberol (four-and-one-half minute) Records and Edison Standard (two-minute) Records as well.

See and hear the Amberola and the many other styles of Edison Phonographs at an Edison dealer's today. Every Edison Phonograph has the definite Edison advantages. And there is an Edison at almost any price you wish to pay.

Edison Phonographs, \$16.50 to \$240.00. Edison Standard Records, 40c. Edison Amberol Records (play twice 100 Lakeside Avenue, Orange, N. J., U. S. A.)

A complete line of Edison Phonographs and Records will be found at
F. W. COATES - 158 Princess Street
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Make your pastry with PURITY FLOUR It will be delicious

WE tell you frankly that it will likely cost you slightly more to make pastry with PURITY FLOUR than with an ordinary flour. But thousands of home-cooks, who have tried both, willingly pay the difference.

Because of its extra strength and extra quality more shortening must be added to PURITY FLOUR than to blended or soft wheat flours, when making pastry.

PURITY FLOUR gets its extra strength and extra quality from the high-grade portions of the hard wheat berries. There is no low-grade hard wheat flour, nor soft wheat flour, mixed with PURITY. It is all high-grade.

Naturally, such a high-class flour will cost you slightly more. It costs more to make. It is worth more money.

But think of the added delicacy of flavor, the extra deliciousness of the pies and the cakes! Surely it is worth paying a little more for greater enjoyment.

And the pleasure of using such a high-class, reliable flour for all manner of cooking and baking purposes cannot be counted in mere dollars and cents. And remember that PURITY FLOUR makes

"More bread and better bread"

It takes more water because it's a strong, thirsty flour. It goes farther in the baking. Get a pencil and add

to your grocery list right now.

J. A. McFarlane, Kingston Distributor.

Even a college education doesn't hurt a sensible young man.

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