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Felt Wretched Until He Started To Take "Fruit-a-lives"

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"For two years, I was a miserable sufferer from Rheumatism and Stomach Trouble. I had frequent Dizzy Spells, and when I took food, felt wretched and sleepy. I suffered from Rheumatism dreadfully, with pains in my back and joints, and my hands swollen. A friend advised "Fruit-a-lives" and from the outset, they did me good. After the first box, I felt I was getting well and I can truthfully say that "Fruit-a-lives" is the only medicine that helped me." LOUIS LABRIE.
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before prices again advance.

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THE PURE WOOL UNDERCLOTHING THAT WILL NOT SHRINK

But remember—all underclothing bearing the "CEETEE" trade-mark is of the highest quality only. You can always rely on it as there is no low or medium grade "CEETEE."

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GIRL COULD NOT WORK

How She Was Relieved from Pain by Lydia E. Pinkham's Vegetable Compound.

Taunton, Mass.—"I had pains in both sides and when my periods came I had to stay at home from work and suffer a long time. One day a woman came to our house and asked my mother why I was suffering. Mother told her that I suffered every month and she said, 'Why don't you buy a bottle of Lydia E. Pinkham's Vegetable Compound?' My mother bought it and the next month I was so well that I worked all the month without staying at home a day. I am in good health now and have told lots of girls about it."—Miss CLARICE MORSE, 22 Russell Street, Taunton, Mass.

Thousands of girls suffer in silence every month rather than consult a physician. If girls who are troubled with painful or irregular periods, backache, headache, dragging-down sensations, fainting spells or indigestion would take Lydia E. Pinkham's Vegetable Compound, a safe and pure remedy made from roots and herbs, much suffering might be avoided.

Write to Lydia E. Pinkham Medicine Co., Lynn, Mass. (confidential) for free advice which will prove helpful.

Our Most Picturesque City

THE first white man who is known to have visited the district where Quebec now stands, was Jacques Cartier, in 1535, but Quebec, of course, owes its origin to Samuel de Champlain. Champlain was a native of the small French port of Brouage on the Bay of Biscay, and from his earliest boyhood was very much drawn towards a career of adventure. He served in the army of Henry IV. and took part in the struggles in Brittany under Jean d'Aumont, Francois de St. Luc, and Charles de Brissac. Then, at the end of the great League Wars, when the army of the League was disbanded, Champlain went with his uncle, who was in charge of the transports conveying the Spanish allies back to their own country. He landed at Cadiz, and, being possessed with the spirit of adventure, joined an expedition which was setting sail for the West Indies, reached the coast of Mexico, penetrated far into the country, saw everything that was to be seen, and, according to his custom, made record of all he saw. That was in 1599, and some three years later, after he had returned to France, he set sail for the then little-known country of Canada. Once there, he established friendly relations with the Indians, explored the St. Lawrence to the rapids above Montreal, and, some five years later, founded the colony at Quebec, giving it its present name.

Quebec grew slowly. Champlain himself was ever more of an explorer than a colonizer, and, some twenty years after its foundation, it had but two permanently settled families, with a strange shifting population of monks, officials, and for the West again, the colony was viewed with scant interest by the British, so scant, indeed, that at last the authorities in London determined to seize these ill-defended French possessions. Three ships were accordingly sent out under letters of marque, commanded by David, Lewis, and Thomas Kirke, and Quebec, already reduced to mere straits, was compelled to surrender. Champlain was taken to England as a prisoner, but when Canada was restored to the French, as it was by the treaty of Germain-en-Laye, in 1633, Champlain returned to his post of governor of the "New France." When the colony was created a royal province, in 1663, Quebec became the capital.

The city's next great adventure was with the colonists of New England. In those days, France and England were almost perpetually at war with one another, and the war was invariably continued in any part of the world where Frenchmen and Englishmen came in contact. So, in 1690, when the wars of the Protestant succession were at their height, Sir William Phips, the governor of Massachusetts, determined upon the ambitious scheme of repeating the exploits of Sir David Kirke, in 1629, by capturing the French colony of Quebec. Sir William accordingly fitted up a fleet and army in New England and moved against Quebec, only to meet with defeat at the hands of the French governor, the famous Louis de Buade, Comte de Frontenac. Once again, in 1711, a great British expedition was sent against the city. Sir Hovenden Walker, but this one was shipwrecked in the Gulf of St. Lawrence, and France remained in undisturbed possession until the eventful year of 1759.

The year 1759, of course, marks the great epoch in Canadian history. Once again, England and France were in the midst of great struggle, the Seven Years' War. The American campaigns of that war had hitherto been of the usual spasmodic character, but after Amherst had captured Louisbourg, in 1758, the various campaigns were co-ordinated. Amherst himself was to lead an expedition out of New England against Montreal by way of Lake Champlain, whilst to the young British general, James Wolfe, was intrusted the capture of Quebec. The story of Wolfe's famous attack on the city, how, at first, he failed at all points, and finally, as a forlorn hope, led his men up the steep footpath from "Wolfe's Cove" to the summit of the Plains of Abraham; how, next morning, "one perfect volley" won the day for the English; and how the two great rivals, Wolfe and Montcalm, fell within a few hours of one another, is one of the epics of modern military history. Thereafter Quebec's history was uneventful. To-day, with a population of some 80,000, it is still Canada's most picturesque city.

British Columbia Shipbuilding.
The steel steamer War Dog, the first ship of its type to be built in British Columbia, was recently launched at Vancouver. The War Dog, with a length of three hundred and fifteen feet, is also the first steel cargo vessel to be built in that province. The contract was placed by a Japanese steamship company through an English firm. Since the steamer was launched she has been sold to a British firm. A contract for the first ship to be built on the north arm of the Fraser River has been signed by a local firm of contractors and the Dominion Government. It calls for a wooden ship two hundred and twenty-five feet long.

Old Railway Man.
The death occurred at Guelph recently of John Harvie, traffic manager of the old Northern Railway of Canada, and alderman of Toronto in the '80's. Born in Campbellton, Argyshire, Scotland, 85 years ago, the late Mr. Harvie had been a resident of Toronto 65 years. He was the first railway conductor on the first Ontario railway.

Frederick Goltz, a trapper, of Bracebridge, was drowned while trying to cross on newly-formed ice on the Musquash River below Bala.

SEASWEPT SABLE ISLAND.

An Interesting Outsider on Our Atlantic Coast.

One hundred and eight miles off the coast of Nova Scotia, and lashed by the terrific storms of the Atlantic Ocean, lies Sable Island. It is one of the most interesting outsiders of the whole Atlantic coast, and constitutes no much an asset as an international perplexity.

The battering of wind and wave has greatly reduced the island area, substituting here and there hidden sand bars for what was visible dry land but a few years before. To mariners, Sable Island represents a constantly increasing danger, despite the best efforts of the Canadian Marine Department with modern light houses and sound signals. In 1901 the late Dr. Saunders, as director of the Central Experimental Farm, Ottawa, took steps to prevent the destruction of the island by planting out 80,000 trees and shrubs. The lack of success has probably put an end to all efforts to offset the integration of the remaining area. In reply to a question of the Forestry Journal, Dr. J. H. Grisdale, director of the Central Experimental Farm, states that no work in planting on Sable Island, subsequent to that described in this article, has been done and that "very little success is expected from planting vegetation on this very exposed and windy island." It is likely that the task will have to be undertaken eventually by engineering devices.

On Sable Island no trees grow naturally. It is formed entirely of white sand, and lies about 153 miles from Halifax.

Its area has been considerably reduced by the action of wind and water. The present length of the island is about twenty-one miles, and its width, at its widest point, some what over a mile. Early surveys gave the length of the island as forty miles, and its width two miles and more. Dangerous shoals and sand-bars extend on all sides, and strong currents from north and south often carry vessels out of their course, while, in addition to this, fogs are frequent, and wrecks are many. The planting was undertaken at the request of the Marine Department, chiefly with the object of preventing the damage done to the island by the wind, for the further destruction of the island is carried, the greater becomes the danger from shoals and sand-bars.

The choice of species to be planted was based largely on observations made by Dr. Saunders on a visit to Brittany, France, where much work in the reclaiming of sand-dunes has been done.

The first plantation was made on a sandy bluff near the north shore, fairly well covered with the common sand-binding grass, the seed being planted two-and-a-half to three feet apart each way in a soil composed of pure sand.

One considerable area, to which the name of Courdeau Park was given, was found to be covered to the depth of several inches with a black, peaty soil, mixed with sand and underlaid with pure sand. On this were growing common juniper, cranberry, wax myrtle, blueberry, wild rose, and other plants. The planting was completed on June 17. Artificial fertilizers were used to some extent, these comprising nitrate of soda, muriate of potash, superphosphate of lime, and quicklime.

The climate of the island is not extreme. During the years 1898 to 1901 (inclusive) the highest temperature was 78 degrees Fahrenheit. The winds, however, are very high and constant and gales are frequent. A danger to be apprehended is that the surface of the island may be wholly swept away (as has already happened in the case of a large part of the original island), leaving an immense area of submerged shoals. In that case the danger of human vessels would be as great as now, and the possibilities of rescue of shipwrecked persons (with the life-saving station gone) would be reduced to a minimum.

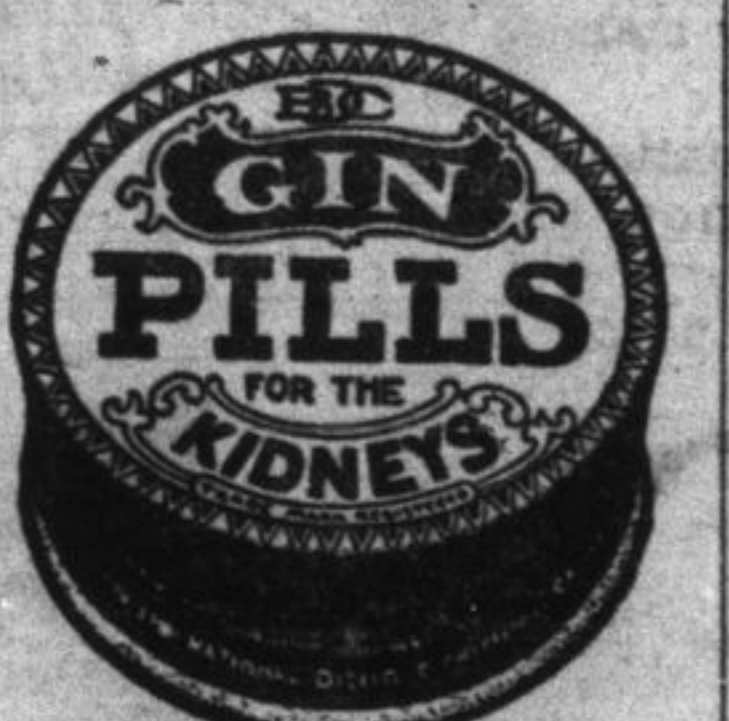
Three years ago, the Canadian Forestry Journal, touching upon the failure of the first experiments at Sable Island, asked:

"Is not such a danger worth the spending of many thousand dollars to avoid? In similar plantations (similar at least, as regards the problems presented by natural conditions) France has spent several millions of dollars, and the single state of Massachusetts some hundreds of thousands.

"In the problem presented by Sable Island, not only do property considerations enter, but considerations involving the saving of human life. At the least the subject is worthy of continued and persistent experiment, and it is to be hoped that the authorities will not rest satisfied, or torpid, in consequence of the failure of this one attempt."

To Train Americans.

A party of Canadian officers in France will assist in training a number of reserve officers and graduates of Plattsburg and other schools in the United States. Instruction of this contingent will be begun in a few days. It is expected they will require two months of intensive grounding in the practical application of theories they have learned.



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