Tumors Conquered Without Operations

Unqualified Success of Lydia E. Pinkham's Vegetable Compound in Cases of Mrs. Fox and Miss Adams.

One of the greatest triumphs of Lydia E. Pinkham's Vegetable Compound is the conquering of woman's dread enemy, Tumor.

So-called "wandering pains" may come from its early stages, or the presence of danger may be made manifest by excessive menstruation accompanied by unusual pain extending from the ovaries down the groin and thighs.

If you have mysterious pains, if there are indications of inflammation ulceration or displacement, don't wait for time to confirm your fears and go through the horrors of a hospital operation; secure Lydia E. Pinkham's Vegetable Compound right away and begin its use and write Mrs. Pinkham of Lynn, Mass., for advice.

Read these strong letters from grateful women who have been cured:

Dear Mrs. Pinkham:— (First Letter.)

"In looking over your book I see that your medicine cures Tumor of the Uterus. I have been to a doctor and he tells me I have a tumor. I will be more than grateful if you can help me, as I do so dread an operation."—Fannie D. Fox, 7 Chestnut St., Bradford, Pa.

Dear Mrs. Pinkham:— (Second Letter.)

"I take the liberty to congratulate you on the success I have had with your wonderful medicine.

"Eighteen months ago my monthlies stopped. Shortly after I felt so badly I submitted to a thorough examination by a physician, and was told that I had a tumor on the uterus and would have to undergo an operation.

"I soon after read one of your advertisements and decided to give Lydia E. Pinkham's Vegetable Compound a trial. After taking five bottles as directed, the tumor is entirely gone. I have again been examined by the physician and he says I have no signs of a tumor now. It has also brought my monthlies around once more; and I am entirely well. I shall never be without a bottle of Lydia Pinkham's Vegetable Compound in the house."—Fannie D. Fox, Bradford, Pa.

Another Case of Tumor Cured by Lydia E. Pinkham's Vegetable Compound.

Dear Mrs. Pinkham:—

"About three years ago I had intense pain in my stomach, with cramps and raging headaches. The doctor prescribed for me, but finding that I did not get any better he examined me and, to my surprise, declared I had a tumor in the uterus.

"I felt sure that it meant my death warrant, and was very disheartened. I spent hundreds of dollars in doctoring, but the tumor kept growing, till the doctor said that nothing but an operation would save me. Fortunately I corresponded with my aunt in the New England States, who advised me to try Lydia E. Pinkham's Vegetable Compound before submitting to an operation, and I at once started taking a regular treatment, finding to my great relief that my general health began to improve, and after three months I noticed that the tumor had reduced in size. I kept on taking the Compound, and in ten months it had entirely disappeared without an operation, and using no medicine but Lydia E. Pinkham's Vegetable Compound, and words fail to express how grateful I am for the good it has done me."—Miss Luella Adams, Colonnade Hotel, Seattle, Wash.

Such unquestionable testimony proves the value of Lydia E. Pinkham's Vegetable Compound, and should give confidence and hope to every sick woman.

Mrs. Pinkham invites all ailing women to write to her at Lynn, Mass., for advice.

Lydia E. Pinkham's Vegetable Compound : a Woman's Remedy for Woman's Ills.

Cushing Sulphite Co. Lost Appeal But Will Carry Their Case to Ottawa.

In Judgment Delivered at Fredericton Yesterday the Judges Were Evenly Divided—A. H. Hanington Says It Will Go Further

FREDERICTON, N. B., Sept. 12—Supreme court this morning delivered judgment in re petition of Geo. S. Cushing against the Cushing Sulphite Co. for a winding up order. In chambers Judge McLeod granted the order for winding up under the act and the Cushing Co. appealed to the full bench against this order. It was on this appeal that the court this morning delivered judgment.

There were present today Judges Hanington, Landry and McLeod. Judge McLeod had a lengthy judgment of his own in which he upheld the order made by him in chambers and giving his decision that the appeal be dismissed with costs.

Justice Hanington read the judgment of the chief justice in which he concurred that the appeal should be allowed. The chief justice said that the evidence did not show that the company was insolvent and furthermore that the great majority of the creditors were opposed to a winding-up order. Justice Hanington said to his mind it was evident that if the property is sold everybody would be paid in full and those mostly interested had sworn that it would be disastrous to the company and to those concerned to grant a winding-up order. The interest of Mr. Cushing is secured and the property is a paying business and if sold better be sold as a running concern which he did not think could be done if in liquidation. In conclusion he said that the property had to be sold in any event and the question was whether the mortgagee should sell or the court appoint a liquidator. It was in the interest of all that a liquidator should do the selling. It had been alleged that the mill should be sold as a going concern. This could be done even if the liquidation were granted as it had been shown that there were sufficient funds and business on hand to run the business until sold.

Judge Landry concurred in the judgments delivered by Tuck and Hanington, and believed the appeal should be allowed.

Judge Hanington read a note from Judge Gregory, agreeing with Judge McLeod, and also a letter from Judge Barker to same effect. The court being equally divided appeal is dismissed and no order made as to costs.

A. H. Hanington, of Hanington, Teed & Hanington, informed the Sun last night that his firm would appeal at Ottawa to the supreme court of Canada against the decision of Judge McLeod, who granted an order for the winding up of the business of their clients, the Cushing Sulphite Company, and also against the supreme court decision at Fredericton. It was pointed out that had Judge McLeod not appeared to support his own judgment previously given, Messrs. Hanington, Teed & Hanington would have had a majority of 3 to 2 in favor of their clients.

The case will be taken to Ottawa as soon as possible.

Sure of Success

when you start with Beaver Flour. It's the home cook's main reliance on baking days. It's always the same—the best flour milled for home use.

Beaver Flour

blends the white, delicately flavored Ontario Fall Wheat with the nutritious Manitoba Spring Wheat. It is the flour of the family, as it is the best familyflour. At your grocer's.

Milled in a model mill for model Canadian housewives.

W. V. BARBOUR, ST. JOHN, N. B. New Brunswick Selling Agents.

BARK STILLWATER WILL BE A TOTAL LOSS.

TURKS ISLAND, Bahamas, Sept. 12.—The British bark Stillwater, Capt. Thurber, bound from Barbados for Turks Island, ran ashore yesterday on a reef off the island. She is full of water and will be a total wreck. The crew were saved.

The Stillwater was owned in this city by Messrs. Troop & Son. The bark was built in 1879 by David Lynch at Portland, N. B., and registered 1,052 tons.

WINNIPEG, Sept. 11.— Harvesting is practically over and threshing throughout the west has begun. The wheat yield is phenomenal.

SHIPBUILDING IN CANADA.

Position and Progress of the Industry.

Prestige of Maritime Provinces' Ports Lost Through the Decay of Wooden Shipbuilding.

The Toronto correspondent of the Boston Transcript in a recent letter to that journal says:

At the approaching sessions of the tariff commission—sessions which are to be held in Ottawa as well as at Vancouver, Winnipeg, Toronto, Hamilton, Montreal, Quebec, Halifax and St. John—it is practically certain that the shipbuilders of the maritime provinces and of the lake ports in Ontario will put in a plea for tonnage bounties. They have been agitating for bounties ever since the first steel shipbuilding yard was established at Toronto six years ago; and as shipbuilding is now about the only industry in Canada, except coal mining, which has neither protection in the tariff nor bounties from the federal treasury, there is a strong probability that the shipbuilders will obtain a favorable hearing before the tariff commissioners; and that when the tariff and bounty laws are revised and amended in the next session of the dominion parliament, provision will be made for stimulating steel shipbuilding on the seaboard and on the lakes.

It is the popular expectation that higher protective duties all around are to result from the coming revision of the tariff. Canadian prosperity has put the people of Canada in a mood to support higher protective duties and an extension of the bounty system; and the shipbuilding interests are certain to turn to good account the present popular mood and the disposition of the Laurier government towards more governmental stimulus for the manufacturing industries of the dominion.

In view of the sessions of the tariff commission and of this attitude of the government and of the people of Canada towards protection and bounties, and the likelihood that in the near future Canadian shipbuilding will be subsidized from the dominion treasury, I propose in this letter to describe how the industry now stands and the progress which has been made since 1899, from which year the beginnings of steel shipbuilding in Canada may be dated.

I will begin with the maritime provinces, and at St. John. In 1899, when I was last at St. John, New Brunswick, the municipality was moving for the construction of a dry dock at St. John. What was desired was a dock sufficiently large to accommodate any of the transatlantic steamers in the grain and lumber trade from St. John; so that when any of these vessels was in need of repairs to hull or machinery, the work could be done at St. John, instead of the vessels having to go round to Halifax, where there is a large dock, in which the imperial government, the governments of the province of Nova Scotia and the city of Halifax all have an interest, as all three contributed to the outlay for its construction and equipment.

In the days of wooden shipbuilding more tonnage was built at St. John than at any other port on the Canadian seaboard, and sailing craft, built, owned and managed in St. John, were in service in all parts of the world. St. John's proximity to unlimited supplies of shipbuilding timber gave it preeminence; and in those days there were at times as many as sixteen or seventeen large sailing vessels building on the south side of St. John harbor. But thirty years ago, with the gradual supersession of sailing vessels by tramp steamers, the industry began to decay. The decay has been continuous, and today but few large vessels are built at this once famous port for wooden ships, or in fact at any of the old-time shipbuilding ports in the maritime provinces.

There is always some repair work, but wooden shipbuilding as an industry has well-nigh disappeared, and in the case of St. John no other industry has taken its place. St. John today is dependent industrially on the lumber trade, on the activities of the port, on the work and business that belong to a great railway centre, and on the cotton industry. The cotton industry, however, is not a growing one at St. John. Valleyfield and Montreal, in the province of Quebec, have become the centres of the Canadian cotton trade, since cotton mills were first established at Marysville, New Brunswick, and at St. John; and it is because St. John feels the need of more industries that the city has for so many years been working for the construction of a large dry dock on the harbor. As yet a beginning has not been made with the dock; but when I was in St. John a few days ago, there was a feeling that success was at last in sight, and that the construction of the dry dock would be the next important work undertaken in connection with the harbor. Much important work has of late been done on the harbor, principally in the building of railway lines, deep water piers and freight warehouses and grain elevators; for St. John eagerly welcomed the establishment a few years ago of the winter transatlantic steamer services—services which are subsidized by the dominion government—and the city has certainly done its part towards developing this new business for the port.

At Halifax, as was the case when I visited the city on my round of the Canadian coast and lake ports in 1899, there is no steel shipbuilding that amounts to anything; but there is seldom a day when the stone dry dock, between the harbor and the Intercolonial railroad, is not occupied by a sea-going or a coasting steamer undergoing repairs. Halifax is likely to lose some business from the fact that it is no longer the important naval station it was until a year ago—that the imperial government is now spending less money at the port than at any time in the history of the city. But it is doubtful whether without the help of the imperial government, Halifax would have been in possession of a first-class dry dock—a dock, which until the United States government added to its dock equipment at Brooklyn, League Island and Charlestown, and the Huntington Shipbuilding Co. spent nearly $1,000,000 on its second dock at Newport News, was the largest dock on the American or Canadian seaboard.

As an imperial military and naval station, Halifax is now much less important than it was. But the dock remains; and from the geographical situation of the port, and its position towards the steamer lanes across the Atlantic, there will usually be no lack of work for the dry dock and for the engineering concerns in the city which undertake hull and engine repairs. No one firm has a monopoly of the dry dock. Any repairing firm which has a vessel requiring docking can have its turn, and the use of the equipment for repairing which is installed at the dock.

In the early autumn of 1899, when I was at Sydney, Cape Breton, the Dominion Steel Company had just been organized, and surveys were being made preparatory to the installation of the steel plant. By the spring of 1901, when I was again in Sydney for the Transcript to report on the new plant, four blast furnaces had been erected and two of them were at work. Since then ten open-hearth furnaces have been erected; and more recently still a wire rod mill and a rail mill have been got to work. Just as soon as the blast furnaces were installed the municipality of Sydney became convinced that a modern steel shipbuilding yard must follow the steel plant; and the townspeople were so eager to see a shipyard on their magnificent harbor that the municipality offered a bonus of $250,000 to any concern which would guarantee the establishment of a steel shipyard within the city limits. By the terms of the resolution the offer was to remain open for five years. It has just expired; and unless the city council takes further action no bonus is on offer.

During the five years that the offer was open several promoters were in negotiation with the city council. But no concern of established reputation in the shipbuilding world made any approach to the city council; and at present there is really no pressing reason why a shipbuilding yard should go to Sydney. There are several available sites for large shipbuilding yards, especially on the south side of the harbor, which is outside the municipal limits of Sydney; and there are sites within the city, up the harbor, beyond the coal shipping piers and Victoria park, which could be adapted to the needs of a modern shipyard. But for three months in the year Sydney harbor is closed by ice; and while nearly as many vessels are in the harbor from April to November or December as are in and out of the ports of Halifax and St. John combined, many of them call only for bunkering. Others are there to load coal for Quebec and Montreal; and in the winter season are in the coal carrying trade between Louisburg and Boston and other New England ports. Some repair work would arise in connection with the vessels in the Sydney and St. Lawrence coal trade; but scarcely sufficient to keep a yard worthy of a bonus of $250,000 permanently busy; while as regards new work, even if there was much of that on order for the maritime provinces coastwise trade, an obstacle to its profitable development without the help of the dominion bounties, is the fact that in the whole of the dominion of Canada there is not a steel plant at which ship plates and beams and angles are made.

It is probably for these reasons that no shipbuilding firm with an established reputation has even negotiated with the city council for the $250,000 bonus. There are always promoters willing to organize a company when a big bonus from a Canadian municipality is in sight. A big bonus, with exemptions from municipal taxation and free sites, free water, and such other municipal largesse, is always tempting to syndicate organizers and company promoters in Canada. They capitalize these advantages, as well as the tariff favors and bounties from the dominion government, at the outset of the undertaking; and shrewd promoters usually get more out of all these varied governmental and municipal favors than acorues to the shareholders in the concern. It is remarkable that the Sydney bonus for a shipbuilding concern did not find its way into the hands of some company promoter. Promoters, as I have said, did nibble; but the mayor of Sydney is a lawyer, loyal to the interests of the city, and he was careful when promoters came after the bonus to see that they had guarantees which would stand close investigation.

There has long been a shipyard for wooden vessels at Pictou, N. S., and in this yard there is a cradle on which vessels of wood or of steel of four or five hundred tons burden can be hauled out of the water for repair to their hulls. Up to a year ago, however, a vessel of steel had never been built on the shores of Pictou harbor, and only within the last few months has a beginning been made with steel shipbuilding.

Two large steel barges for the harbor dredging equipment of the dominion government are now building on the waters of the harbor—one at New Glasgow and the other at Pictou. The contracts for both these barges are in the hands of long established engineering and boiler making firms, which branched out into shipbuilding when it was realized that much of this kind of tonnage is from time to time required in the maritime provinces by the marine department at Ottawa. The plates and frames for these vessels were imported from England. On the lake at Toronto all this class of material is imported from Pittsburg; but for the barges building at Pictou, British steel firms had the advantage in tendering for the raw material, as it could come by steamer, while if it had been obtained from Pennsylvania or Ohio the rail haul would have been nearly 1,500 miles, for there is little or no water service between the centres of the American steel trade on the great lakes and the maritime provinces.

No new shipbuilding plants have been established at Toronto since I was round the lake ports in 1899. There have, however, been some changes and additions to the two plants there, which were then in existence. The first steel shipyard on the Canadian side of the lake was established six or seven years ago by G. Bertram, who for many years was member for one of the divisions of Toronto in the dominion parliament. It was an outgrowth of an engineering and boiler making plant which had long been established on Front street and Bathurst street, Toronto. In 1899 these two plants were owned and managed by Messrs. Bertram. Quite recently they have been taken over by the Canadian Shipbuilding Company. The main line of the Grand Trunk Railroad Company to Collingwood and the Muskoka country and to Niagara Falls runs in a cutting on the lake shore side of Front street, without, however, giving access to the engineering and boiler works; and beyond the main line of the Grand Trunk, nearer the lake shore, there are sidings belonging to the company. Owing to the railroad and the numerous side tracks used for freight service the engineering and boiler works are cut off from the shipyard to which all materials must be carried over a railroad bridge by wagon. East and west also the shipyard is hemmed in by docks on the lake front; so that although as a shipbuilding plant the yard is less than ten years old, it is not capable of much extension, and in its present location can never attain the size and importance of yards on the American shores of the lake, such as those at Cleveland, Lorrain and Chicago.

The yard as it stands, however, is remarkably compact with four shipways and modern hoisting equipment and much pneumatic and electric machinery; although here, as at the Polson Yard, at the east end of the lake front at Toronto, power rivetters are not yet so generally used as they are at the American yards, where this class of shipyard equipment first came into service in the later nineties. When I was at the Canadian Shipbuilding Co.'s yard a few days ago a scow, a dredge and a tugboat were on the ways—all government work, and preparations were making for laying the keel of a large passenger and freight steamer for one of the navigation companies whose fleets are in service on Lake Ontario.

At the Polson yard, which laid its first keel for a steel vessel in 1899, three or four lake vessels were in the fitting basin, and the government steamer Aberdeen, a lighthouse tender, 350 feet long, usually in service in the maritime provinces, was being overhauled. Between five and six hundred men are at work at the Polson yard, including those employed at the engineering and boiler works, which here are in an integral part of the plant and not cut off by the railroad as at the Bertram yard. The Grand Trunk lines run between this yard and Front street as they do at the Bertram yard, and on the east side the Polson yard is hemmed in by a street which runs down to the lake and on the west side by the dock property of the city of Toronto.

Both these Toronto yards, from their surroundings, and particularly from the way in which they are hemmed in, recall the Cramp yard, at Philadelphia, which is today hampered so far as extensions and dry dock accommodations are concerned, by its urban situation. The Polson yard is the largest shipyard anywhere in Canada, and evidently the local feeling is that it will be some years before it outgrows its present location, for a shipshed is now being built, and other additions made to the plant.

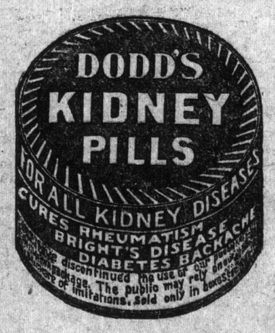
There is no dry dock at either of the Toronto yards. There are only two dry docks on the Canadian side of the lakes—a new one at Collingwood, where there is a recently established yard largely engaged on repair work, to which a bonus was given by the municipality of Collingwood; and an older and smaller dock at the beautiful little city of Kingston, where the Rideau Canal joins the St. Lawrence.

I may add that as steel shipbuilding is such a comparatively new industry on the Canadian shores of the lakes, there has in recent years been much coming and going of workmen to and from the American yards on the lakes. To some degree this has been an advantage to the Toronto yards, as most of the pneumatic and hydraulic tools used for shell work and for calking and chipping had been got well into service at the yards on the Illinois and Ohio shores before any steel plant had been installed at Toronto or elsewhere on the lakes or on the seaboard in Canada. As at the American yards, launches at the Canadian yards are all sideways into the docks or inlets from the lakes.

Except for vessels built at Toronto for the lake navigation companies, most of the tonnage built so far in the Canadian shipyards has been for the dominion government. Even in the maritime provinces one seldom sees a steel vessel, even in coastwise service, which has been built in a Canadian or American shipyard. Most of them have been built in Great Britain. The great car-transporter for the Intercolonial Railroad—the government line—now in service between Mulgrave and Point Tupper, on the route from Truro to Sydney, which carries a freight train of ordinary length across the Straits of Canso at one trip, and which is perhaps the finest car-transporter in service anywhere on the whole Atlantic seaboard, was built built recently at Newcastle-on-Tyne, and brought across the Atlantic under her own steam. The ice-breaker Minto, which keeps open the seaway between Pictou, N. S., and Charlottetown, P. E. I., was also built in Great Britain. So were the Micmac and her sister ships of the ocean-going fleet now owned and registered at Pictou, and so were the fifteen or sixteen knot steamers of the Prince Edward Island Navigation Company, which for nine or ten months in the year are in the service across the Straits of Northumberland between Pictou, N. S., and Charlottetown, P. E. I., and Summerside, P. E. I., and Point de Chene, N. B.—a service which, by the way, is largely subsidized by the dominion government, which turns over to the Navigation Company all the passenger and freight traffic to and from Prince Edward Island which originates on the Intercolonial Railroad.

The Dominion government has quite a large fleet of vessels in one service and another on the lakes and on the Atlantic and Pacific coasts; and its fleets are constantly being increased, each new steamer being of larger tonnage and general capacity than the old vessel which it replaces. It is only in recent years, since the Toronto yards were developed, that any of this government tonnage has been built in Canada. Nowadays most of the government owned vessels for harbor dredging are built in Toronto; and if they are intended for service in the maritime provinces they are taken through the canals and reach the lower province ports via the St. Lawrence.

The fact that so much of the tonnage now being built in Canadian shipyards is for the government will complicate the bounty question when it comes before the tariff commissioners, the Dominion government and the Dominion parliament. But bounties are paid on "blooms" which go into steel rails for the government now being made at Sydney and at the rail mill at Sault Ste. Marie; and the probability is that a solution of the question, agreeable to the shipbuilders, will be found when the shipbuilding bounty question finally comes within the range of practical politics at Ottawa.



JUST SO.

Higgs—There are times when a man has to lie to his wife.

Jiggs—And worse than that, there are times when he has to tell the truth.

HALIFAX NEARLY HAD A BIG FIRE.

But It Was Caught in Time and Serious Damage Was Prevented.

HALIFAX, Sept. 12.—What would have been a very disastrous fire for the central part of Barrington street was happily averted by the early discovery his morning of a blaze by a woman. Mrs. Woods had been sitting up with her mother, who is seriously ill, when she discovered smoke entering her apartments and heard a cracking noise as if hailstones were striking on glass skylights. She went out on the street and found that a fire was in progress in the buildings occupied by Frank Reardon, art glass and paint works, and the J. A. McDonald Music and Piano Co. An alarm was sent in, and the fire department quickly responded.

The fire originated between the paint and varnish room in Reardon's and the packing room in McDonald's. The fire burnt out the partition between the two rooms and then ran along overhead in the paint and varish room on one side, making its way north into the packing room of McDonald's.

In the store room Mr. Reardon had a large quantity of varnish stored in tanks. Had this taken fire the efforts of the firemen might have been in vain to arrest the progress of the fire as they did. Fortunately this did not occur, and when the firemen got to work the fire was soon under control.

The damage by water was extensive. The J. A. McDonald Co. will be considerable sufferers, as they had on hand a large supply of pianos to exhibit during exhibition week. Their show room is flooded with water and the damage is roughly estimated at $5,000. The insurance carried by the McDonald concern amounts to $6,500 in the British American, North American, Queen, Canadian, Montreal, Canada. Reardon has $10,000 on the building; with the Norwich Union $5,000, Phoenix $2,500 and Commercial Union $2,500. His stock is covered by Anglo-American $5,000, Atlas $2,500, Commercial Union $2,000, Canadian $2,000, Liverpool and London and Globe $2,000, Phoenix of Brockton $1,500.

SYRACUSE, N. Y., Sept. 13.—As the track was still bad today, the Grand Circuit races scheduled at the State Fair were again postponed until tomorrow.

AGED COUPLE OBSERVE GOLDEN WEDDING.

Mr. and Mrs. I. B. Hamblen Lived for Many Years in the Provinces.

BOSTON, Sept. 13.—Mr. and Mrs. I. B. Hamblen observed their golden wedding at their home, 124 Brown avenue, Roslindale. About 150 gathered to extend their congratulations.

Mr. and Mrs. Hamblen received their guests in the tastily decorated parlor.

A pleasant feature was the presence of all the children, Norton N., of Nova Scotia; Lewis F., of Roslindale; Edward H. and William A., of Springfield, and Walter P. Hamblen of Roslindale, and 13 of the 14 grandchildren.

Many beautiful gifts were received.

Mr. and Mrs. Hamblen were married at Hingham Sept. 10, 1855, by Rev. Paul Townsend. For a number of years they lived in Massachusetts, followed by 25 years in Nova Scotia, after which they came to Roslindale, 12 years ago, where they have lived since.

Mr. Hamblen, a son of Mr. and Mrs. Cornelius Hamblen, was born in Wellfleet, June 23, 1835, and is a descendant of the Hamblens who settled on the Cape in 1639. His father was a prominent business man of the Cape and Boston, and on his retirement from active business his son succeeded him in the firm of Hamblen, Baker & Co.

After 20 years in this firm Mr. Mamblen moved to the provinces, where he established a firm with his sons in Nova Scotia and Prince Edward Island. Twelve years ago he came to Roslindale and established a coal business.

Taking an interest in the welfare of the section he has been a member of the Roslindale citizens association for the past ten years and has served as first vice president for two years and on some of the most important committees.

He has been president of the Roslindale co-operative bank since its organization in 1898. A member of Granite Rock Division, Sons of Temperance of Sambro, N. H., he was the first worthy patriarch. He is a member of Prospect Lodge, A. F. and A. M., and Somerville Royal Arch Chapter of Somerville.

Mrs. Hamblen was born in Hingham July 11, 1832. She was Miss Maria G. Gardner and was married in the old Gardner homestead, still standing on Main street, Hingham.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

JUST THE WAY.

She—Where has your papa been all morning?

He—Developing a couple of negatives with an instantaneous developer.

NEW YORK, Sept. 13.—Steamer Carpathia, from Liverpool and Queenstown for New York, in communication with the station at Siasconsett, Mass., 10.30 p. m., when forty miles east of Nantucket lightship, will probably dock about 1.30 p. m. Thursday.

WHAT MEN WANT.

They Must Have Nerve in Order to be appy—Now Free to All.

There is a medicine that imparts "nerve" and all the powers and attributes of superb and virile manhood. That will enable any man to privately quickly and cheaply cure himself of nervous exhaustion and its attendant defects and weaknesses that unfit for the duties and pleasures of life.

From our experience we know of no other medicine that is so positive, perfect and permanent a cure for all forms of brain, nerve and sexual exhaustion. It feeds and reconstructs starving brain cells and nerve tissue; imparts structural integrity and functional perfection to deteriorated, fagged and played-out organs; reclaims lost energy. It equips one with vim and stamina for strenuous endeavor, rendering him equal to occasions and opportunities. It is the hope of depleted, stunted, enervated, vice-wrecked youth; the support of intense and over-worked middle age; the prop and mainstay of advancing years.

A cure for varicocele, prostatic trouble, bladder and kidney troubles, blood poison, stricture, gonorrhoea and all the other ailments that may have been caused by early indiscretions.

Simply send your name and address to the Interstate Remedy Co., 285 Luck Building, Detroit, Mich., and they will gladly send to you absolutely free, a trial treatment with full directions for its use.

This offer is open to all, and the medicine will be sent absolutely free to everyone who will apply for it. Send your name and address at once and take advantage of this fair and liberal offer.