SUNSHINE FURNACE

NO BENDING DOUBLE AND POKING AROUND THE ASH-PIT WITH A SHOVEL TO GET THE ASHES OUT OF THE SUNSHINE.

The Sunshine is furnished with a good, big ash-pan.

All you have to do is to grasp two strong, firmly attached, always-cool, bale handles and the large, roomy ash-pan easily comes out.

A minute or two is all it takes to perform the operation.

All the ashes are in the pan, too.

Because they are guided into it by means of ash-chutes attached immediately below the fire-pot.

Sunshine is the simplest, easiest-managed, cleanest kind of a furnace. You don't have to wear overalls and a smock when attending to the Sunshine.

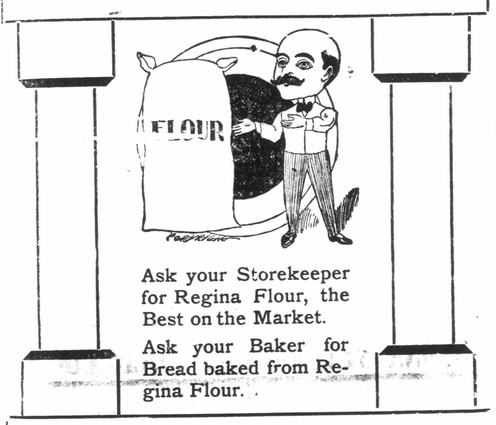
If your local dealer does not handle the "Sunshine" write direct to us for FREE BOOKLET.

McClary's

LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN. N.B.

PEART BROS. HARDWARE CO., Local Agents.

REGINA FLOUR



Ask your Storekeeper for Regina Flour, the Best on the Market.

Ask your Baker for Bread baked from Regina Flour.

MADE BY

THE REGINA ROLLER MILL CO.

WRIGHT BROS.' FURNITURE EMPORIUM

Headquarters for Dining, Parlor and Bedroom Suites. Chairs. Rockers in all designs. See us for your Office Desk. Undertaking, etc.

WRIGHT BROS. - SOUTH RAILWAY ST.

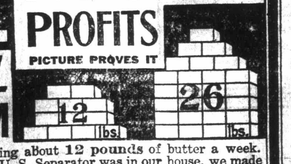
Motoring

The year 1907 promises sensational developments in the automobile line and it looks now as if before the end of the season the industry would succeed in demonstrating to the skeptics that the modern motor car, strong, stanch, and reliable, has arrived, and no longer it is a matter of doubt when a car starts out on a long journey that it will arrive safely at its destination without engine or other troubles. As for the speed possibilities of the automobile the marvellous performance of S. F. Edge in England last week shows that the automobile's greatest rival, the locomotive, has nothing on it when it comes to setting a pace for a long journey. On the new five mile track in Great Britain, which was built especially for motoring purposes, Edge accomplished his ambition of smashing the twenty-four hour record. In his younger days Edge was a long distance cyclist of note, 24 hour grinds being his specialty. Turning to the automobile he has made the six cylinder motor his hobby and it was in a car equipped with this engine that he smashed the world's record, averaging better than sixty-six miles an hour and at times running over seventy. That's a pace that makes the eighteen hour train to New York blush with shame. Another proof of the practicability and stanchness is found in the recent reliability runs. New York held a sealed bonnet test in which 41 of the 40 seven cars ran six hundred miles in the four days without having a single engine repair or adjustment made. In Chicago on Friday fifty-six cars went through the reliability run with perfect scores and those which were put out lost only by trifling adjustments or mishaps, with the exception of one car that turned turtle near Elgin. The Glidden tour next month should add its share to the common cause. Certain it is the automobile is here, and here to stay.

U.S. GETS ALL THE CREAM

PAYS BIG PROFITS

PICTURE PROVES IT



We were only making about 12 pounds of butter a week. The first week the U. S. Separator was in our house, we made 26 pounds, a gain of 14 pounds over the old way. This increase would well repay any farmer to buy a U. S. Separator.
January 6, 1907. Auburn, Ill. WALTER S. WOOLSEY.

The picture above shows how clean the U. S. skims—Holds the World's Record—and with its simple bowl (only 2 parts inside), easy-running, self-oiling gearing, low milk tank, strong frame and proved durability—the U. S. is far and away the best separator. That's what users say after trying other kinds.

Send for handsome free catalog telling ALL about its construction and operation. Just write for "So. 110" today.

VERMONT FARM MACHINE CO.
BELLOWS FALLS, VERMONT
EIGHTEEN DISTRIBUTING WAREHOUSES
470

MILLION DOLLAR CONTRACTS GIVEN

Cabinet Pass Orders for Locomotives and Rolling Stock for Inter-Colonial

OTTAWA, Ont., July 10.—There was another meeting of the cabinet this afternoon, the last for the present week, when nearly one million dollars' worth of contracts for locomotives and rolling stock for the Intercolonial was passed. The contracts for locomotives, principally heavy freight engines were divided between the Kingston Locomotive works and the Montreal locomotive works. A large contract for freight cars was divided between Rhodes, Curry and Co., of Amherst, Nova Scotia, and the Cobourg Car Co. Like the western roads the government line feels the scarcity of cars very much, and the only difficulty now in the way of a good supply, is that all of the works are too busy to fill a rush order. The management of the Intercolonial Railway has appointed Mr. Henry Holgate, C. E., Montreal, as their representative in connection with the dispute with the Halifax and other freight handled. The men have not yet named their man.

FREIGHT ENGINE EXPLODES

Smashing into a Thousand Pieces and Maiming 3 Men for Life

MONTREAL, July 11.—A freight engine of the Central Vermont, which left Montreal yesterday morning blew up near St. Albans, smashing into a thousand pieces. Three men were maimed for life.

Driver James Scott and fireman Robert Wood were hurled 20 feet and horribly mutilated. They may live. Brakeman Geo. Stanton, on the car next to the engine, was hurled into a ditch and both arms broken.

SEA HORNETS

New Vedette Torpedo Promises to Revolutionize Maritime Warfare

PARIS, July 11.—A quiet middle-aged man living in the Avenue de Jena, promises to revolutionize maritime warfare. This is indeed the ultimate result of the experiments of investigations of Count Recope, a naval engineer to whom we offer the development of the automobile canoe, or motor boat.

Count Recope has given to his new instrument of war the name of automobile vedette torpedo launcher, and the title expresses well its function.

The torpedo launcher has only one trick, but like that of the cat in the fable, it is sufficient. Though small the vessel carries a torpedo of the largest size, so that when it operates its destructive powers are equal to those of the greatest vessel afloat.

The ordinary torpedo boats have been hitherto considered admirable for coast defense, for in this work their small size is a positive advantage, and it is possible to build fifty torpedo boats for the price of a cruiser, and the crews are proportionately reduced. But what the torpedo boat is to the cruiser, such, to some extent, is the vedette torpedo launcher to the torpedo boat.

Hornets at $10,000 Apiece.

Count Recope's vessel costs only $10,000, and it requires only two men to handle it. For the price of battleship, therefore, it would be possible to construct some 500 of these little vessels, and what battleship or what fleet of ships could hope to maintain a blockade in such a nest of marine hornets, each provided with a most deadly sting?

The two men who form the crew of the vedette are not overoccupied One of them devotes his attention entirely to the motor; which is a petroleum machine; the other steers, and at the proper moment sends the torpedo on its mission.

The great advantage of the petroleum motor over steam is that for the same power it is much lighter. The motor while in action produces neither smoke nor noise, and the vessel itself moves lightly on the surface of the water, with no wash and with as little as possible to attract the attention of the eye or ear.

If the vedette accomplishes its purpose it destroys a fighting machine of the highest value. At the worst, if it sunk, the loss is only that of two men and $10,000.

As Portable Destroyers

But Count Recope has hit upon something more ingenious still These boats are so portable that he has been able to design a vessel protected like a battleship, and having the same size, but which, instead of carrying the artillery of an ordinary battleship, will simply serve as transport for fifteen torpedo launches. Its weapons, so to speak, will not be guns, but vedettes. It will have the same speed as the squadron which it will accompany to the scene of the battle. Arrived there, it will scatter upon the water its fifteen vedettes and they will then do their work.

One can imagine nothing more terrible than, in an engagement between big battleships, suddenly to find these microscopic but deadly engines darting in and out in every direction. The idea is perfectly feasible, because, as Count Recope pointed out, and as can be verified by reference to history, there never has been a great sea fight that did not take place close to the shore.

Small Boats for Small Countries

The speed of the vedette is about seventeen knots, which is quite sufficient for its purpose. The French government has faith in the vedette, and the first of its kind is now on its way to Cherbourg, there to co-operate with the submarines and other means of coast defense.

"I am not only an inventor," said Count Recope, with his illuminating smile, "I sell these little vessels at $10,000 apiece. Small countries that find the need of being reassured will find them a good investment."

POPULATION ON THE INCREASE

Last Census Returns Give 6,504,900 Inhabitants in Canada

OTTAWA, Ont., July 10.—The Census and Statistics department has figured out the population of Canada to be 6,504,900.

This was on the first day of April of the present year. At the last decennial census the population of Canada was 5,371,315, so that in the six years there has been an increase of 1,133,585. If the present growth is kept up the population of Canada will be over seven and a half millions when the next census is recorded.

From 1891 to 1901 Canada's population only increased 538,016.

A Kenora Wedding

OTTAWA, July 11.—John Andrew married yesterday at St. Matthews to Miss Edith Edna Dunlop, niece of Hon. Frank Oliver, by Rev. Wm. Loucks. There was a full choral service and organ music tendered to the bride, as a member of the choir. The bridal couple left for Montreal, Toronto, and the Pacific coast, after which they will reside in Kenora.

Striking Operators

OAKLAND, Calif., July 11.—Following the refusal of Assistant General Superintendent Miller of the Western Union Telegraph Company to meet a committee of the striking telegraph operators, President Small, of the Telegraphers union, will leave tomorrow for the east, and it is thought will call at Chicago and other eastern cities.

SCHOOLS FORBID KISSING GAMES

Philadelphian Education and Health Bureaus Seek to Stop Spread of Disease

PHILADELPHIA, July 11.—Kissing games are to be tabooed in public school playgrounds. Stringent regulations against the old-fashioned plays in which the penalty is a kiss will be suppressed by the Board of Education and the medical inspectors.

Not that these stern authorities fear the incursion of the little god, or wish to discourage amicable relations between the youngsters, they are simply shooing away the dread microbe and discouraging the visitation of infectious germs.

Infantile kissing, which has been for generations the thrilling accompaniment of "spin the plate," "going to Jerusalem," "clap in and clap out" "drop the handkerchief," and a score of other games is now looked upon as unhygenic and a transmitter of germs.

Besides, the authorities argue that the modern child is made of sterner stuff than the youngster of a generation ago, and that boys and girls would rather engage in more athletic sports than those of their grandparents.

WILL REPRESENT CANADA AT HAGUE

Commissioner Leaves to Attend International Dairy Conference at the Hague in August

OTTAWA, July 11.—J. A. Ruddick, dairy commissioner of Canada leaves next week for Europe. He is a delegate to the international dairy congress which is to meet at The Hague in August. This is the third congress, but it is the first time that Canada has been represented. Before The Hague conference Mr. Ruddick will attend a pure milk supply congress in Brussels. The object of the organization is the consideration of the means of securing a pure milk supply in cities. W. D. Scott, superintendent of Canadian immigration business, sailed for England on the 19th. He will be in England on immigration business for about six weeks.

LUNATIC AT THE ELYSEE

Woman Who Says She is Queen of France Wants to Oust President

PARIS, July 11.—A well-dressed woman called at the Elysee last night and, addressing herself to the gate porter on duty, asked to see M. Falliers. She was asked her business. "Why, certainly," said the lady sharply. "I am the queen of France. There is no longer a president. Please tell M. Fallieres, with my compliments, that he is to vacate the Elysee as soon as possible, as I wish to enter into possession." Then the porter, realizing that he had a lunatic to deal with, gave her in charge. Today she was sent to an asylum.

Surpasses Everything.

For artistic elegance of case, scientific precision and excellence of construction, the New Scale Williams Piano is unequalled in Canada to-day. 24

W. G. F. SCYTHES & CO., Regina, Sask.

FORGING FIVE DOLLAR BILLS

Two Men Arrested for Circulating Spurious Bills on Traders' Bank of Canada

SOO, Ont., July 10.—Regard Wynn, and Arthur Bonyeau, were taken into custody on the American side of the river yesterday on a charge of circulating counterfiet money in the form of $5 bills of the Trader's Bank of Canada. When arrested, Bonyeau had 900 of the spurious curency in his possesstion and Wynn had $75. The men were brought to the Canadian side of the river and lodged in cells. Upon appearing before a magistrate they acknowledged the charge and stated that they had procured the money from a man named Burke of Lindsay who has since been arrested, having a complete counterfeiting outfit on his premises. The men who are over 60 years of age were remanded for 8 days pending investigation by the crown as to the strength of their statement.

TELEGRAPHIC BRIEFS.

INDIAN HEAD, July 11.—O'Malley, the man charged with horse theft was yesterday committed to stand his trial at the next sitting of the supreme court at Regina. He was taken to Regina this evening in charge of Constable Somers of the R. N. W. M. P.

DETROIT, Mich., July 11. — The a long and stubborn battle against heavy odds to place order in Michigan on a stable footing, the Grand Lodge of Michigan of the Ancient Order of United Workmen yesterday voted to surrender its charter.

MOOSE JAW, July 10.—The voting on the bylaw to raise one hundred and twenty-five thousand dollars, by fifty years five per cent. debentures took place today, and resulted in the bylaw being carried, by one hundred and eighty-seven to seventeen. The voting was very quiet throughout the day.

WINNIPEG, July 11.—Harry R. McCormack, a Canadian Pacific Railway station agent, at Letellier, was drowned last night in an artificial pond on the farm of Mrs. Calder, near the town with a companion, and being unable to swim got beyond his depth, and immediately sank and was drowned.

The deceased was 21 years of age, and came to Manitoba from Prince Edward Island.

OTTAWA, July 11.—The Grand Trunk Railway locomotive engineers have appointed John Cardwell, a Canadian Pacific Railway engineer of Calgary, as their representative on the Conciliation Board in the labor dispute with the Company. It is likely that Professor Short of Kingston will be appointed chairman.

PORT ARTHUR, Ont., July 11. — Shipments of grain from Port Arthur and Fort William elevators since 29th April, (opening of navigation) has been:—Wheat 16,050,998 bushels; oats, 5,341,062; barley, 406,858,18 bushels.

SAN FRANCISCO, July 11.—Judge Dunne yesterday refused to admit Mayor Schmitz to bail and denied him the privilege of visiting his attorneys. Schmitz appeared in court in person to proffer request.

BALTIMORE, July 11.—Sentence to two years in the city jail and a fine of $10,000 were imposed upon John S. Seward, fruit importer of this city. Seward pleaded guilty on June 15, to charge of defrauding Government.

EDMONTON, July 11.—The body of a Galician was found last night in the river, and at first thought to be a victim of foul play. It turned out to be Andrew Willa, who met his death by suicide. He had been undergoing treatment in the hospital for weeks, but was discharged partly cured, suicide was the result of being unable to get work, and ill health.

WASHINGTON, July 11.—Gaston P. Philip, a Washington and New York society man, who has been in jail here since May 18, on a charge of murdering Frank MacAboy was today admitted to bail in sum of twenty five thousand.

NEW YORK, July 11.—That a plea of insanity may be the defense of Chester B. Runyan, paying teller of the Windsor Trust Company, who is charged with defaulting with $96,000 of Trust Company's funds was indicated by his counsel at the preliminary hearing today.

NEW YORK, July 8.—Armed with a hatchet, and crazed by the heat, a workman on a Wall street building ran-a-muck among his fellows today, fatally injuring one and dangerously wounding two others; he was then attacked by the crowd and narrowly escaped death himself.

ST. PAUL, Minn., July 8.—Timothy Flood, the veteran second baseman, whose suspension for assaulting the umpire during an Eastern League game at Toronto, has been purchased by the St. Paul club. Flood is a fielder who has an excellent big league record and was looked upon as the premier second baseman in the Eastern league. Flood will be a valuable acquisition to the local club and will probably be used in the Saints' short garden, while Geir will be shifted to the outfield.

ST. CATHARINES, July 10.—Andrew Farley, 71 years of age committed suicide at Thorold, about 9 o'clock this morning. The old man had been ill for some time. His wife had just offered him a glass of water which her patient had told her to take away, and she had gone out to get milk, when she heard a shot and ran back into the room and found her husband on the floor in an unconscious condition. The deceased had left his bed and taken a gun from a drawer and shot himself in the temple.

GALICIAN WEDDING FEAST MURDER

Eleven Men on Trial at Winnipeg Assizes Charged with Murdering Soroby

WINNIPEG, July 11.—Eleven men were put on trial at the assizes here today, charged with the murder of Lutz Soroby at a Galician wedding feast at a house on Burrows avenue on the night of June 10. All pleaded not guilty and were represented by counsel. Sergeant Robertson and Detective Steel gave evidence relating to the arrest of 21 men shortly after the fatal fight and the progress of elimination through which ten of these had been subsequently released, suspicion pointing strongly to all now on trial as having been responsible for the death of Soroby. Medical evidence was to the effect that the victim had died from bleeding of the lungs while lying unconscious from wounds inflicted on his head and face. Evidence was being continued when the court adjourned for the day.

CARS SMASH BRIDGE

Pile on Top of One Another—46 Laborers Have Close Call

MITCHELL, S. D., July 11.—A bad wreck occurred on the Chicago, Milwaukee and St. Paul road, when a wrecking car, block car and combination coaches fell through the river bridge, three miles east of this city. The boom on the wrecking car which stands about 35 feet high, struck one of the spans at the top of the bridge with such force as to make the east end of the bridge collapse. The three cars are piled on top of one another, the combination car just touching the top of the river. In this car were forty laborers, none of whom were hurt.

IMPRESSIONS OF A CANADIAN IN EUROPE

BRUSSELS, Belgium.—When I first saw the Rhine, some years ago, I confess to a feeling of disappointment at the famous falls, which to Canadian eyes seemed but a minor cascade, inferior in some respects to the Chaudiere of the Ottawa. The river above, it is true, presented many beautiful scenes, as at Basle and the "Unter See" of Lake Constance. I have, however, heard disparaging comparisons made between the scenery of the lower river and that of many American waterways, notably the Hudson. All depends upon the point of view, what one comes to see.

While I cannot agree with the small boy from Chicago, accustomed to spending the holidays with his grandmother in St. Thomas, Ontario, who was overheard to remark to a travelling companion on a Rhine steamer that the Rhine wasn't "in it with Kettle Creek in St. Thomas!" I can still sympathize with him from his point of view. To one who has paddled the Canadian creek on the end of a plank, bare-legged and happy, ancient castles and miles of vineyard clad mountains meant little. The Germania monument at Rudescheim, the equestrian statue of William I. at Coblens, to a boy dressed in the habiliments of eastern civilization, and confined to the for or after deck of a "damf bote," might well be positive eyesores. But to the "grownup" with an eye to the beautiful, a respect for the historical or a dash of romantic imagination I cannot conceive how disappointment could come for a moment on the trip, say, from Maniz or Biebrich to Coblenz.

I must needs let guide books, pictures and travel volumes fill in the lovely details. Below the latter city the romantic gives place to some extent to the utilitarian as tall chimneys and smoky towns are passed, but enough remains to make the river still a delight, especially when Bonn and Cologne, with its bridge of boats and famous cathedral are sighted. As well be disappointed with this noble structure with its towering height, flying buttresses and grand interior, as with Father Rhine at his best.

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Across the Netherland border into Belgium, at Verviers, and on to Brussels via Aachen, Liege and Louvain, the country presents the same smiling panorama of fenceless well-tilled gardens and fields as elsewhere, save that Flemish windmills loom up on every side. Brussels is often termed a smaller Paris. I have not yet been able to trace the similarity, save in the fine boulevard residential avenues and, to some extent in the language. Brussels is, however beautiful in its own way, which, after all, is best. Its wonderful town hall and Halle au Pain face one another across the market place, flanked by the old guild house, presenting a medieval picture in contrast with the modern city, which is ever spreading.

The spirits of Count Egmont and Hoorn and their fellow victims may be easily imagined hovering about the spot where their bodies and heads were severed. The Justice Palace or Court House was the largest achitectural work of the 19th century, and is a noble building. The Royal Palace on the hill above is changing its outward appearance, the scaffolding still covering its new facade. The same absence of overhead trolley wires, the trolley poles being tied down and out of use, as in some other places, is noticeable.

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A few impressions erae I leave the continent for England may be here briefly set down. Railway travel on the whole is comfortable and especially in Germany and Belgium, even luxurious, as well as reasonable. The second-class is practically as good as the first, unless perhaps in crowded seasons. In Austria-Hungary all roads are owned by the state except two, in Germany and Belgium all. Italy I have spoken of in former letters. In Germany the fares have been recently reduced, the earnings justifying this step.

In all these countries the roads appear to be carefully and capably managed and run well. The limited allowance for baggage and the system of pair registration for the same, as well as the tips to porters and others are some offset to the cheap fares. But, on the whole, Government ownership seems to be a success on the continent. A South African traveller tells me that the railways of the Transvaal (where coal is plentiful), yield a 12 per cent. dividend to the Government. Whether it would be so in Canada, with its difficult conditions, I shall not attempt to discuss.

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One thing which might be discussed by farmers' institutions in Canada, perhaps with advantage, is the practicability of abolishing farm fences in the older provinces, saving the expense and labor which their maintenance involves and improving immensely the appearance of the country. The difficulty in protecting the crops from the livestock is, I suppose, the chief objection. That seems to be got over in Hungary, where immense herds an flocks of horses, cattle, pigs and sheep are pastured, presumably by herdsmen herding them. Labor is, however, cheaper here than in Canada, where some mechanical device for confining animals within the pasture limits (as I believe is now the practice in part of the Northwest) would seem to be essential.

Labor must be cneaper where women work as they do on the continent. Not only are they to be seen working everywhere in the fields and gardens, but in the towns of Hungary they act as assistants to bricklayers and masons, carrying mortar up the ladders to the scaffolding of new buildings. In Vienna young women are constantly met pulling good-sized wagons containing the implements of their calling. Occasionally they have the assistance of a dog as a companion in harness, but the dogs are apparently used more freely to assist the men who draw the milk carts.

Occasionally the milkmen stop to exchange a friendly word with one another, when the dogs immediately have a set to on their own account—illustrating the fact that man even here is the wiser animal. In Munich women sweep and clear the refuse from the streets—and make a good job of it, too—while others open and close the switches of the electric street car tracks with an iron rod, sitting sometimes for brief intervals on a chair by the curb. All this outdoor work tends to give the laboring women a weather-beaten, mannish appearance, but I found myself regarding them with quite as much, if not more, respect than many of their idle sisters with "made up" complexions, pencilled eyebrows and reddened lips.

Though I have now spent two months in countries where little water is drunk, I have seen no drunkenness. Where light wines and beers are the universal beverages, intoxication is rarely encountered. I recall the figure of a man I saw lying prone on the sidewalk in Rome, compelling passers by to step over him or into the road. Yet it did not occur to me that he was intoxicated. Rather that he was following the custom of the many idlers of the country, in taking advantage of the only bit of sunlight on the street to have a warm sun bath, the weather being somewhat chilly.

Where—as for instance, in Vienna—half the population seem to be perpetually eating and drinking in the open air and in public places, the general sobriety is remarkable. The absence of bars and ardent spirits, and the commingling of both sexes in the cafes, no doubt conduce to this. There may be evils possibly resulting from these customs, but drunkenness is assuredly not one of them.

C. O. ERMATINGER.

DOCTORS MISTAKES

Are said often to be buried six feet under ground. But many times women call on their family physicians, suffering, as they imagine, one from dyspepsia, another from heart disease, another from liver or kidney disease, another from nervous prostration, another with pain here and there, and in this way they present alike to themselves and their easy-going or overbusy doctor, separate diseases, for which he, assuming them to be such, prescribes his pills and potions. In reality, they are all only *symptoms* caused by some utero-ovarian disease. The physician, ignorant of the *cause* of suffering, keeps up his treatment until large bills are made. The suffering patient gets no better, by reason of the wrong treatment, but probably worse. A proper medicine like Dr. Pierce's Favorite Prescription, *directed to the cause* would have entirely removed the disease, thereby dispelling all those distressing symptoms, and instituting comfort instead of prolonged misery. It has been well said, that "a disease known is half cured."

Dr. Pierce's Favorite Prescription is a scientific medicine, carefully devised by an experienced and skillful physician, and adapted to woman's delicate system. It is made of native American medicinal roots and is perfectly harmless in its effects *in any condition of the female system.*

As a powerful invigorating tonic "Favorite Prescription" imparts strength to the whole system and to the organs distinctly feminine in particular. For overworked, "worn-out," run-down," debilitated teachers, milliners, dressmakers, seamstresses, "shop-girls," house-keepers, nursing mothers, and feeble women generally, Dr. Pierce's Favorite Prescription is the greatest earthly boon, being unequaled as an appetizing cordial and restorative tonic.

As a soothing and strengthening nervine "Favorite Prescription" is unequaled and is invaluable in allaying and subduing nervous excitability, irritability, nervous exhaustion, nervous prostration, neuralgia, hysteria, spasms, St. Vitus's dance, and other distressing, nervous symptoms commonly attendant upon functional and organic disease of the uterus. It induces refreshing sleep and relieves mental anxiety and despondency.

Dr. Pierce's Pleasant Pellets invigorate the stomach, liver and bowels. One to three a dose. Easy to take as candy.

Nothing you can wear costs you so little in real comfort, real service and real satisfaction as

Pen-Angle Guaranteed Underwear

Warranted to you by the dealer, by the maker to him. Form-fitted for comfort's sake; won't stretch, won't shrink. Made in many fabrics and styles, at various prices, in form-fitting sizes for women, men and children. Trade-marked in red as above. 208