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AMERICAN LINER CRASHES INTO BRITISH CRUISER **IN DENSE SNOW-STORM**

MASS PERSON

SOUTHAMPTON, April 25 .- The [saved by a boat which had American line steamship St. Paul, from Yarmouth. which left Southampton on her regular voyage for New York this afternoon in a dense snow storm, ramsow, thanking him for his prompt action in lowering boats and speakmed and destroyed the British second class cruiser Gladiator, off the Isle- ing in the most complimentary terms of-Wight. The first reports stated of the conduct of the American seathat from 25 to 30 of the Gladiator's men. The Gladiator soon settled down. crew had been drowned, but the later intelligence reduces the number to 28 dead or missing. The exact extent of the disaster, however, cannot be ascertained now. No one on the St. Paul was killed or injured, but the bodies of Steward Widgery, Waiter Cowdrey, and a Malter stew-ard named Diebras, all attached to American company. THE ST. PAUL'S DAMAGE the cruiser, have been brought ashore. One officer, Lieut, William Graves, COMPARATIVELY SLIGHT. an Irishman who attempted to swim The fact that the St. Paul sustainto land, is missing and eight injured ed no worze damage than a badly have been taken to the military hosbuckled bow and a comparatively pital at Colden Hill for treatment. It is believed that only a few others are unaccounted for. DEAD AND MISSING NUMBER TWENTY-EIGHT.

The admiralty late to-day issued : revised list of the names of the vie ims, which includes an additional eath in the hospital, bringing the otal of deaths known up to five fwenty-three men are missing, ac rding to the list and six are suffe

g sovere injuries. The secretary admiralty expresses fears th ght others are still missing, but olizzard of 1881. All the landmarks nable to give the names as ye ivers to-day searched part of th inken cruiser for bodies, but t find any. alpping officers appears to be unar ous that the accident was unavoie , being one of the chances of th THE STORY TOLD sea which all seamon must ris BY A GLADIATOR SEAMAN. There will be the usual naval coa nd an inquiry by the board of traofficers of the ships refuse iss the affair until they give the hat it was marvellous that the ship imony officially. All witnesses was not lost with all hands. One of the men said :--e affair agree that both crews h aved as well as possible. Comia "We left Portland at ten scon after the loss of the torped o'clock this morning in foggy weather. After we passed Hurst pat destroyer Tiger, which was 'sur Castle, and were inside the Isle-of-Wight, the snow, which all the by the cruiser Berwick off the Isle-

-Wight on April 3 last, thirty-six

wan being drowned, the sinking o

British navy.

sink at once.

TO LEAVE THE SHIP.

and 50 second and third class passengers boarded the St. Paul at Southampton, the majority of those who had booked for passage to New York having decided to join the ship at Cherbourg. THE ST. PAUL HAS A GOOD RECORD. NEW YORK. April 25-One of the few transatlantic liners flying the American flag, the St. Paul has distin-Captain Lumsden, on landing, at

saved. The officials of the American line say that 15 first class passengers

guished herself in many respects. During the Spanish-American war, once sent a message to Captain Passhe and the St. Louis, her sister ship were chartered by the government and urned into armored cruisers. The St. Paul was commanded by Captain Charles Sigsbee. Off the mouth of he harbor of San Juan, in June, 1898, she was attacked by the Spanish tor Only her upper works are now visible. pedo boat Terror, accompanied by a The St. Paul returned to Southamp- gun boat. The St. Paul opened fire ton and her passengers put ashore, and in a half hour's fight several shells seeking accommodations at the vari- struck the Terror. One of them ous hotels. They will sail by the raked her fire room and the Terror Teutonic on Wednesday, special ar- fied. At another time the St. Paul shelled rangements having been made by the the Spanish cavalry which contested their landing. She also acted as

troop ship, carrying the 8th regimen o Cuba and the 4th Ohio to Porto Rico. She was built by William Cramp and Sons, of Philadelphia, i 1896. Her fastest time was six days 1 minutes

small hole on her port side, is the GLADIATOR'S DISCIPLINE most remarkable feature of the whole WAS MAGNIFICENT. ccurrence. Her injuries were tem Interesting details concerning the orarly repaired before she put back ollision between the St. Paul and the to Southampton. On the other hand, ruiser Gladiator in the Solent yesterthe Gladiator was a protected cruiser. lay and of the rescue of the men of specially designed for ramming. Unthe British cruiser were told today by ortunately for her she suffered the various of the passengers of the liner. J.T. Hillis, of London, speaking of the full force of the St. Paul's momentum amidships and she was cut almost delay in lowering the boats from the

St. Paul, said:-The storm which was responsible "In response to our offer of as-sistance, the captain of the Gla-diator replied that it was not or the collision, extends along the whole southeast coast of England, and [Continued on page 5.] s described as the worst since, the

CHAMBERLAIN'S HAS THE PREvere hidden by the driving curtain f snow as the St. Paul proceeded on * FERENCE. Mr. Fred C. Hanrahan, a prominent druggist of Portsmouth, Va., says : "For the past six years I have sold and recommended Chamberlain's Colic. her outward course, and it was, ex ceedingly difficult to trace any sound of a warning which came through Cholera and Diarrhoea Remcdy. It is a great remedy and one of the best patent medicines on the market. I handle some others for the same purposes that pay me a larger profit, but this remedy is so sure to effect a cure, and my customer so certain to appre-Several of the men who were escued from the Gladiator declare

ciate my recommending it to him, that I give it the preference." For sale by W. A. WARREN, BRIDGETOWN, W. W. WADE AND BEAR RIVER DRUG STORE, BEAR RIVER.



The Kind Y u Have Always Bought, and which has been in use for over SA years, has borne the signature of Cher H. Hitchiri and has been made under his per-sonal supervision since its spinney. Allow no eno to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment,

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n Men's, Youths' and Boy's Suits, White and Fancy Shirts, Hats and Caps and a complete range of everything in the 'Men's Furnishing line> Our spring stock is now about complete and we know we can suit all, both in price and quality. .. .:

J. Harry Hicks, QUEEN ST.

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I have bought a carload of first class carriages direct from the factory of A. S. Fillmore, South Hampton, N S. and I have a number of styles to select from including several up to -date cushion rubber tired carriages, These goods are thoroughly built by competent workmen in our own province and deserve your patronage. Give me a call and look over the goods and I think you will be satisfied.

F. B. BISHOP Lawrencetown Loats were lowered within a few minutes to rescue the crew of the Spramotor accessories of all kinds in stock at my office. death blow, for the eruiser began to

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Che Manufacturers Life in 1907 Fi Comparison Showing Remarkable Progress.

1906	1907	INCREASE	A Doctor's Staten Baie St. Paul, C.
326,630.96 2,193,519.19	420.982, ⁸ 1 2,433,114.15	94.351.85 239.594.95	March 27th, "Dr. T. A. Slocum, Limited, Toronto, Ont. Gentlemen:
	\$1,847,286.06 326,63c.96 2,193,519.19	\$1,847,286.06 326,630.96 2,193,519.19 2,433,114.15	\$1,847,286.06 \$2,011,973.53 \$164,687.47 326,636.96 420.982,81 94.351.85 2,193,519.19 2,433,114.15 239,594.96

Insurance in Force Dcc. 31, 1907---\$51,237,157,00 No other Canadian Company has ever

equalled this record at the same age.

time had been falling, came or thicker than ever. Suldenly here was a terrific crash and th found on running up the com-panion-way, that the St. Paul had TEAMSHIP DELAYED WAITING panion-way, that the St. Paul had run into us amidships. The cruiser sank in about twenty minutes, and it was lucky that we were not in deep water, for when the Gladiator went over on FOR SNOW-BOUND TRAIN. The St. Paul left Southampton talf-past twelve o'clock. She was in hour behind her usual time of sailwhen the Gladiator went over on her beam-ends, we were not able to launch all the boats. We got out a few, however, and others came from the St. Paul and from the shore. To them we owe our is, the delay being due to the he ated arrival of the passenger train which was blocked by snow drifts on he trip from London. The weather lives." 23 comparatively clear in Southamp-CAPT. LUMSDEN'S PRAISES on waters, but immediately the St Paul turned, into the Solent, which IN EVERY MOUTH. uns parallel to the Isle of Wight

a half.

All men speak in terms of highest he encountered a fierce blizzard raise of Captain Lumsden. The S aptain Passow and his chief officer aul reached Southampton at save with the American line's regular clock in the evening. Although the flot, were on the bridge and a lool lamage was severe enough to necest man was posted in the bows. itate her return, it was amazingly Suddenly, a ship appeared immed slight in comparison with the damtely in front of them. It was the agee to the cruiser. In accordance ladiator at anchor. "Instantly ful with the admiralty regulations, the peed astern," was ordered, and St. Paul was proceeding at reduced erything done, but it was too late.

speed. STEAMER ST. PAUL The Gladiator was a twin-screw RAMS THE GLADIATOR. rotected cruiser of the second class. She was of 5,750 tons, and was 320 The St. Paul's sharp stem ramme the anchored vessel amidships. The feet length. She was built at Portsliner quivered and reeled and her mouth in 1896.

passengers rushed on deck in great SAILORS SWAM IN SEA larm, the women on the verge, of DARKENED BY COAL DUST.

panie: The officers and crew acte William Bright, of London, who is with the greatest coolness and allayfrequent visitor to America, gave a ed the terror with a fine display of most graphic description of the collidiscipline, as though she were the sion. He was in the second class best trained man-o'-war. Five life saloon at the time of the accident and immediately ran forward, reachminutes to rescue the crew of the ing the bow just as the St. Paul hav-Gladiator, which had sustained a" ing struck the Gladiator, was backing away from the cruiser. He says that the St. Paul must have opened

Her men gave a magnificent disone of the cruiser's coal bunkers, for play of discipline. At the captain's the sea was darkened by the coal dust command they formed in line on the in the midst of which blue jackets deck and stood in ranks while the were swimming, the majority of them vessel settled down. In obedience to heading shorewards. Five of the orders successive batches marched to sailors managed to climb aboard the the gangways and entered the St. St. Paul during the few seconds the Paul's boats until practically the whole crew had been taken off and vessels held together. One of them left the cruiser through a port hole anded at Yarmouth, on the Islevof-

from a berth in which he was sieeping, and gained the lower deck of the liner, by way of the hole torn in her bows by the compact, others came up The Gladiator's crew numbered 450 the anchor chains. One of the sailors men, and Captain Walter Lumsden, old Bright that two of his ship mates true to naval traditions, was the last were in irons in the brig, and he doubto leave his ship. Only a few men ed whether the officers had time to then were missing, and it was order their release before the cruiser thought that most of them had been eeled over. If they had not been re eased almost at once the sailors said

> hey must have drowned like rats in or's Statement trap, and the brig was within a few eet of the shoal, when the St. Paul Baie St. Paul, C.C., Que. March 27th, 1907. struck the Gladiator. When the ruiser began to sink, the St. Paul's boats were got ready, but it was some

ime before they were lowered, that hanks for Psychine and Oxomulsion. I have used them with ory great satisfaction both in my own case and in that of my friends. It af-fords me much pleasure to recommend a remedy which is really good in cases for which it is intended. I am, yours very truly," officers explaining the delay by sayng that they were waiting for a re quest for aid from the Gladiator.

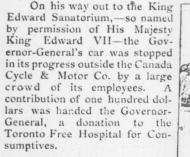
very truly," DR. ERNEST A. ALLARD. There were many in the water and Doctors recognize that Psychine is it is thought a number of these may neral Agent, Western Nova Scotia. Doctors recognize that Psychine is the solution of the very best remedies for all have been drowned. The sailors who boarded the linar pointed out the narrow escape both vessels had. If the world's greatest specialists in dis-

"A Kingly Gift," EARL GREY'S APPEAL **On behalf of Needy Consumptives** Strong words of Canada's Governor-General

At the official opening of the King Edward Sanatorium for Consumptives, near Toronto, His Excellency delivered an address that must have an important bearing on the future of the sanatorium movement in Canada. We quote :--

"The proceedings this afternoon commenced with a boautiful and reverent prayer from your old friend, Dr. Potts. He prayed that the light of the Lord might shine upon us. That prayer is abundantly answered. He also prayed that the White Plague might be removed. Well, whether that prayer will be answered or not depends upon yourselves."

"Is it not a standing shame and reproach to the governments and individuals that there is not more care taken by the people of Canada to protect themselves against the curse of consumption?"



"'Twas a kingly gift" said His Excellency in making acknow-

FOR CONSUMPTI ledgment. "I will tell the King."

Addressing the large audience that attended these opening exercises, referring to this event, Earl Grey said :

"Ladies and gentlemen, when the workingmen of Canada are setting an example of this character, I hope you will not be slow to follow, and I trust that the example of the Canada Cycle & Motor Co. may be followed, as I am sure it will, in every factory and manufacturing industry throughout the land."

We carry these words to the people of Canada in our appeal to-day on behalf of the

Muskoka Free Hospital for Consumptives

An institution that has never refused a single applicant admission, because of his or her inability to pay.

Seventy-five patients can be cared for to-day. Accommodation could be provided for three hundred if the required money were forthcoming.

To make this possible, our appeal is for \$50,000, to be used in extension of buildings and maintenance of patients.

Where will your money do more good? Every community and every individual is interested.

His Excellency Earl Grey has shown his interest and sympathy in the work at Muskoka for needy consumptives, by accepting the position of Honorary President of the National Sanitarium Association.

Contributions may be sent to Sir Wm. R. Meredith, Kt., Chief Justice, Osgoode Hall, Toronto: W. J. Gage, Esq., 84 Spadina Ave., or J. S. Robertson, Sec'y-Treas., National Sanitarium Association, 847 King Street West, Toronto, Canada

