

VARICOCELE AND STRICTURE



I guarantee my Latest Method Treatment to be a permanent and positive cure for Varicocele and Stricture, without cutting, stretching or loss of time. In Varicocele it absorbs the bagging, or wormy condition, equalizes circulation, stops pain in the groin, also all drains, thereby giving the organs their proper nutrition, while the parts and restores lost powers; in Stricture it absorbs the Stricture tissue, stops smarting sensation, nervousness, weakness, backache, etc., while in all prostatic trouble it is the best treatment ever experienced. So positive am I that my Latest Method Treatment will cure you that you can

PAY WHEN CURED

You need pay nothing until you are convinced that a thorough and complete cure has been established. It makes no difference who has failed to cure you, call or write me.

Each time you call you see me Personally.

Each time you write I receive your personal attention. The number of years I am established in Detroit, and the cure I accomplished after given up by other doctors, has placed me as the foremost specialist of the country.

The Latest Method Treatment Guaranteed to Cure
Varicocele and Stricture without cutting, stretching or loss of time; also Blood Poison, Gonorrhea, Private, Nervous Impotency, Kidney, Liver, Bladder, Stomach, Pimples and Scabs, Scabies, CONSTITUTION FREE. Call if you cannot call write for Book for home treatment. Perfect system of home treatment for those who cannot call. **BOOK FREE.** All mail orders for Canadian patients shipped from Windsor. All day and express charges prepaid.

DR. GOLDBERG,

208 Woodward Ave., Detroit, Mich.

DENTAL

A. HICKS, D. D. S.—Honor graduate of Philadelphia Dental College and Hospital of Oral Surgery, Philadelphia, Pa., also honor graduate of Royal College of Dental Surgeons, Toronto. Office over Turner's drug store, 26 Rutherford Block.

LODGES

WELLINGTON Lodge, No. 46, A. F. & A. M., G. R. C., meets on the first Monday of every month in the Masonic Hall, Fifth St., at 7:30 p. m. Visiting brethren heartily welcomed.

ALEX. GREGORY, Sec.
F. D. LAURIE, W. M.

LEGAL

J. B. RANKIN, K. C.—Barrister, Notary Public, etc., Victoria Block, Chatham.

W. F. SMITH—Barrister, Solicitor, etc., Office, King Street, west of the Market. Money to loan on Mortgages.

J. B. O'FLYNN—Barrister, Solicitor, etc., Conveyancer, Notary Public, Office, King Street, opposite Merchants' Bank, Chatham, Ont.

SMITH & GOSNELL—Barristers, Solicitors, etc., Harrison Hall, Chatham. Herbert D. Smith, County Crown Attorney; R. L. Gosnell.

WILSON, PIKE & GUNDY—Barristers, Solicitors of the Supreme Court, Notaries Public, etc. Money to loan on Mortgages, at lowest rates. Offices, Fifth Street, Matthew Wilson, K. C., W. E. Gundy, J. M. Pike.

ROUSTON STONE & SCANE—Barristers, Solicitors, Conveyancers, Notaries Public, etc. Private funds to loan at lowest current rates. Office, upstairs in Spedding Block, opposite H. Macdonald's store, M. Houston, Fred. Stone, W. W. Scane.

Trust and Private Funds to Loan
On farm and city property. Terms to suit borrowers. Apply or write to
THOMAS SOULLARD
Office lately occupied by Edwin Bell, Victoria Block.

MEDICAL

L. E. CURL,
OSTEOPATHIC PHYSICIAN,
SPECIALIST IN CHRONIC DISEASES;
Examination Free. Office, Sixth street opposite Fire Hall. Hours—8 to 10 a. m., 1 to 5 p. m., 7 to 8 p. m.

DR. OVENS
OF LONDON
Surgeon, Oculist and Specialist Eye Ear, Nose and Throat.
Will be at Chatham on SATURDAY, MAY 30th, and SATURDAY, JUNE 27th, 1903. Glasses properly fitted. Office at Radleys drug store.

STANDARD BANK OF CANADA

HEAD OFFICE, TORONTO.
Branches and agents at all principal points in Canada, U. S. and Great Britain. Drafts issued and notes discounted. Savings Bank Department deposits (which may be withdrawn without delay) received and interest allowed thereon at the highest current rates.

C. P. SCHOLFIELD,
Manager Chatham Branch.

BANK OF MONTREAL

ESTABLISHED 1817.
Capital (all paid up) \$13,379,240
Reserve \$9,000,000
Drafts bought and sold. Collections made on favorable terms. Interest allowed on deposits at current rates in Savings Bank department, or on deposit receipts.
DOUGLASS GLASS,
Manager Chatham Branch.

Horses Wanted.

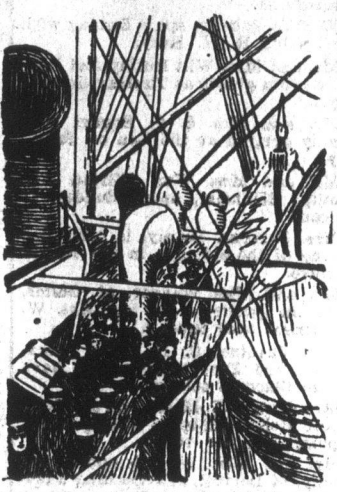
Until further notice, HAROLD W. SMITH of Toronto, will be at Wm. Gray & Co. Factory...
EVERY SATURDAY
to purchase horses. The highest cash prices will be paid.

AN ATLANTIC LINER

HOW PASSENGERS ARE SAFEGUARDED IN CROSSING THE OCEAN.

Ship's Fire and Boat Drills Are Exciting and Picturesque Scenes—The Two Are Entirely Separate and Distinct, But Each Is Interesting—Problem of Feeding the Thousands Who Travel Across the Big Food Yearly.

Now that the summer exodus of Canadians to Europe is at its height, the methods employed by the great Atlantic liners to safeguard the lives of their passengers become a matter of absorbing interest. Visitors in the vicinity of an ocean steamer at the proper hour while she lies in harbor, whether it be in American or British waters, will witness scenes most exciting and picturesque if they chance to see the ship's fire and boat drills which take



WHEN THE FIRE GONG SOUNDS.

place during the liner's stay in port. The fire drills of the big liners usually take place on Sunday. The great vessel lies serene, her broad decks deserted except for the presence of the officer who happens to be on watch and a few seamen engaged in desultory tasks.

Suddenly the air is cut by the sharp notes of a clanging gong. "Ding dong" it clangs; then an interval and then again "ding dong." That gong is practically a cry of "Fire!" The two sharp strokes close together mean that the blaze is located amidship. Had it been located forward there would have been a single stroke of the bell; if in the after part of the vessel there would have been three.

The previous placidity of the great liner is transformed in a twinkling to tremendous activity. Men sprang into sight on every part of the deck. There is hurry everywhere, but no confusion and very little noise. That is part of the training—discipline, no disturbance.

Each man on board, from the captain to the youngest deck cadet, moves quickly to the station that has been assigned him. Each knows from training and from frequent instruction what duties are required of him. The crew masters under the bridge; the officers take their positions at the different pumps; the boatswain looks after the hose; the quartermasters take charge of the nozzles and axes, and the carpenter hurries to the chief officer with the axes that will be needed by the men who are to fight their way against the fire in the holds. It all happens in a minute.

But the activity is by no means confined to the deck. Down in the engine rooms, where they know nothing of what is happening save what the warning gong and the rush of hurrying feet above have told them and where the strain is consequently even more intense, there are scenes of similar energy. The second engineer officer takes charge of the hydraulics for lowering the boats. Others look after the steam valves, through which steam can be forced into the various cargo compartments to fight the fire; others assume direction of pumps and hose.

In the passenger quarters, too, there are equally important duties to be performed. The purser's first task is to look after the ship's passengers and the mails. The surgeon

quiets the passengers and attends to those who may require his care. The cooks and bakers hurry provisions to the boats. Some of the stewards gather up blankets for possible use. They attend the hose or prepare to pass buckets, and still others reinforce the crew assembled on the deck.

This is the first alignment of the forces arrayed against the fire. Their further movements must be governed by circumstances and will be determined by the captain. He has his army well in hand now. He knows where every battalion and company is, and he proceeds to advance upon the foe with all possible



MANNING THE BOATS.

speed. The hose is quickly coupled, the pumps set to work, and streams from all directions are concentrated on the fire, while the reserve forces are on hand, armed with buckets, to quell any minor blaze that may be started by flying sparks or brands.

The boat drill in practice is a performance entirely separate from the fire drill, although it usually takes place directly after the other. When the call to the boats is sounded each man moves as quickly as possible to a particular station which has been assigned to him. Each member of the crew when he signed his papers received a metal badge bearing a certain number, and this number indicates the position which he is to take at the particular boat to which he is assigned. The crew for each boat is usually about twelve in number, and the boats are numbered consecutively, from 1 to 16 perhaps.

In each of these boats a supply of water and bread is always kept, which is replenished at certain intervals, but if the boats are to leave the ship additional supplies, blankets, and so forth, are brought up by the stewards, cooks and scullions.

The different officers take charge of the boats. The crews man them. They are swung out from the davits and lowered into the water. Everything moves with the clockwork precision of a military review. For the purposes of the drill the boats are lowered to the water and rowed around the ship. This is, of course, sufficient for the training of the men and to test the efficiency of the boats.

Next in importance to precautions for safeguarding life is the problem of feeding the thousands carried across the Atlantic. The amount of food that travelers on any one of the big liners consume during a voyage is enormous. To provide this tremendous supply of eatables requires all the attention of a special department in each of the big steamship companies.

This duty is in charge of a port steward, who has under him an assistant and several clerks. One of the factors to be considered is the possible delay by accident of the ship. So as to avoid possible danger of the passengers going hungry the big liners, which ordinarily make a voyage in less than seven days, carry provisions sufficient to feed its passengers and crew for a month.

When the port steward enters upon the task of deciding the quantity and variety of supplies necessary to equip the ship in hand for her next voyage he first ascertains what is left over from the voyage just ended.

The chief steward's sheet is turned over to the port steward who thereupon proceeds, in consultation with the chief steward, to make out the requisition for the ensuing voyage. When it is completed this requisition reads like the commissary orders of an army. Here are some of the items taken from recent voyages of the liners.

Fresh beef, mutton and lamb, 33,000 pounds; 750 chickens and ducks, 5,500 pounds of corn and bacon, 10,000 eggs, 3,000 pounds of fresh fish, 200 barrels of flour, 5,000 pounds of butter and 1,600 quarts of ice cream.

These are random items, but they give some idea of the quantity of provisions required to feed a shipload of voyagers from one shore to the other of the Atlantic.

History of a Phrase.

The phrase "robbing Peter to pay Paul" is supposed to have originated in an incident which occurred in London during the sixteenth century. About the year 1540 the Abbey of St. Peter in Westminster was elevated to the dignity of a cathedral, but ten years later was again joined to the diocese of London and its property appropriated to pay the expenses of some necessary repairs to the Cathedral of St. Paul. It was evident that to do honor to St. Paul the estate of Peter had to suffer, and hence the expression which has become proverbial.

Amended Proverbs.

First be sure you're right, then back up.

All the world's a stage, but many of the actors are only understudies.

A man is known by the company he works for.

All's well that ends the way you want to have it.

It is more blessed to give than to have to pay for your own gifts.

Many lies the head that thinks it knows it all.

Surprise Soap
MAKES CHILD'S PLAY OF WASH DAY.

A Bad Mix.

A sort of employed at the postoffice was discovered by a friend the other evening in his "diggings" looking very rugged indeed. "I'm in a frightful hole," he said. "I went twice two doctors yesterday and got a medical certificate from each. One was a certificate of health for all insurance company and the other was a certificate of illness to send to the chief with my petition for a week's leave of absence."

"I've often told that myself," said his friend. "That's the matter?" "Matter! Oh, I mixed the certificates in putting them. The insurance company has my certificate of ill health and the chief has my certificate of good health."—London Standard.

HIS TROUBLES NEVER CAME BACK

Ernest Grant took Dodd's Kidney Pills—They Removed the Cause

He Had Backache and Urinary Troubles for Twelve Years Before He Used the Great Kidney Remedy.

Montreal, July 19.—(Special).—Ernest Grant, 287 1-2 Urban street, this city, is among those who never let an opportunity pass to say a good word for Dodd's Kidney Pills. He has his reasons for this, and here they are in his own words:

"I had been troubled with Backache and Kidney Disease for twelve years," says Mr. Grant. "My urine was very dark and high colored. I would lose my rest at night on account of having to rise so often to urinate. I could do nothing to help me."

"I tried several remedies, but all failed until I used Dodd's Kidney Pills. When I had taken four boxes I was able to go to bed and take my rest, my Backache left me and I was cured. It has never come back."

When Dodd's Kidney Pills cure, the disease never comes back. They remove the cause.

Manage Your Own Home.

Manage your own house; do not allow your house to manage you. Formulate and adopt your own system or plan of work. No two households can be managed on the same plan any more than any two people think and act exactly alike. Having adopted your plan of work, adhere to it only when in your judgment it seems best. Vary when occasion calls. Your home is not a machine, nor are your husband and children parts of a machine. Apply your plan, common sense to your housekeeping. Do what you do cheerfully and as well as you can, but don't overdo. No matter how well ordered is the house it is not a home if ruled over by one worn, nervous, irritable or indifferent.

Monkey Brand Soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery.

Life outweighs all things if love lies within it.

Only \$10.00 to Atlantic City

Cape May, Sea Isle City or Ocean City and return. Three Sea Shore Excursions, via Lehigh Valley Railroad—August 4, 18 and 25.

Tickets good 15 days, and only \$10 from Suspension Bridge to above Sea Shore Resorts and return. Tickets allow stop-over at Philadelphia.

For further particulars call on or address ROBT. S. LEWIS, Passenger Agent, 33 Yonge St., Toronto, Ont. 1wk-eod

THE NORTH-WESTERN LINE—IMPORTED JAPANESE FANS.

A set of four attractive Japanese fans issued by the Chicago & North-Western Ry. sent to any address securely packed on receipt of 10 cents to pay postage. B. H. Bennett, 2 East King street, Toronto, Ont.

THE PEARL OF PATIENCE GROWS IN THE SHELL OF PAIN.

ROND EAU SERVICE.

EFFECTIVE JUNE 15, 1903.

	SOUTH.
Chatham	6:50 a.m. 10:45 a.m. 1:10 p.m. 4:45 p.m. 7:30 p.m.
Bienheim	7:30 a.m. 11:15 a.m. 1:40 p.m. 5:15 p.m. 8:00 p.m.
Rond Eau	8:15 a.m. 12:00 p.m. 2:15 p.m. 5:45 p.m. 8:45 p.m.

Runs Tuesdays and Fridays only, etc.

Runs Saturdays only during July and Aug.

Band Concerts Tuesdays and Fridays, Fare 25c.

Regular daily fare returning next day, 60c.

Children 50c.

Round Eau to Chatham and Return Wednesdays and Saturdays 60c.

CANADIAN PACIFIC

Corrected June 3rd, 1903.

GOING EAST

*2:56 a. m. L. Express.....1:11 a. m.
*3:32 p. m. Express.....1:05 a. m.
*Daily.

GOING WEST

*1:45 a. m. L. Express.....1:11 a. m.
*3:07 p. m. Express.....1:05 a. m.
*Daily.

THE WABASH RAILROAD CO.

GOING WEST EAST BOUND

No. 1—6:45 a. m. No. 2—12:25 p. m.
3—1:07 p. m. 4—11:06 p. m.
5—1:25 p. m. 6—8:22 p. m.
7—8:52 p. m. 8—2:48 p. m.
9—1:18 a. m. 10—8:48 a. m.

The Wabash is the shortest and true route to Buffalo.

J. A. RICHARDSON,
Dist. Pass. Agt., Toronto and St. Thomas.
J. C. PRITCHARD,
Station Agent, Chatham.

W. E. RISPIN,
C. P. A. 115 King St., Chatham.

Lake Erie & Detroit River R.R.

Effective June 15, 1903.

Leave Chatham For Exp. Exp. Exp. Exp.

Ridgeway.....10:30 a. 7:00 p. m.

Rodney....." " " " "

West Lorne....." " " " "

Dutton....." " " " "

St. Thomas....." " " " "

London....." " " " "

Leamington.....7:45 a. 4:55 p.

Kingville....." " " " "

Walkerville....." " " " "

Dresden.....9:05 a. 11:10 a. 5:45 p.

Wallaceburg....." " " " "

Sarnia....." " " " "

Arrive at Chatham—From Wrentham, Ridgeway, Rodney, West Lorne, Dutton, St. Thomas, London, etc.; From Leamington, Kingville, Walkerville, 11:50 a., 8:30 p. From Dresden, Wallaceburg, Sarnia 9 a., 7:05 p.

L. E. TILSON, Gen. Agent, Chatham.

H. F. MOHLER, G.P.A., Walkerville.

GRAND TRUNK WEST.

*8:15 a. m. for Windsor, Detroit and intermediate stations.

*12:42 a. m. for Windsor and Detroit.

*2:30 p. m. for Windsor and intermediate stations.

*4:23 p. m. for Windsor and Detroit.

*9:07 p. m. for Detroit, Chicago and west EAST.

*8:32 a. m. for London, Hamilton, Toronto, Buffalo.

*1:45 p. m. for Glenora and St. Thomas

*2:23 p. m. for London, Toronto, Montreal, Buffalo and New York.

*5:08 p. m. for London, Hamilton, Toronto, Montreal and East.

*8:50 p. m. for London and intermediate stations.

*Daily except Sunday; *Daily.

CANADIAN PACIFIC RY.

For International Epworth League Convention, Detroit, July 16th to 19th, 1903, will issue Return Tickets at SINGLE FIRST CLASS FARE from stations west of Sharnb Lake, Kingston and Renfrew, good going July 15th and 16th; valid for return without extension, until July 20th. On deposit of ticket a joint agent not later than July 19th, and payment of 50 cents at time of deposit tickets may be extended good to leave Detroit not later than August 15th, 1903. Full particulars from your nearest Canadian Pacific Agent or to

W. H. HARPER,
City Agent, Chatham.

A. H. NOTMAN,
A. G. E. A. Toronto.

GRAND TRUNK RAILWAY SYSTEM

TOURIST RESORTS.

Orillia, Magnetawan River

Penetang, Kawartha Lakes,

Muskoka Lakes, Thousand Islands,

Georgian Bay, Quebec,

Upper Lakes, Portland, Me.,

Lake of Bays, Old Orchard, Me.,

White Mountains.

The above resorts are all reached via the Grand Trunk. Excellent service to Muskoka Wharf, connecting with steamers for "Royal Muskoka" Hotel and other points on Muskoka Lakes, also at Huntsville for points on Lake of Bays.

Tourist tickets are on sale comprising a trip through the lakes in Highlands of Ontario, also to ports on Upper Lakes and to eastern ports.

For tickets, illustrated and descriptive literature of Canadian resorts, and all information as to routes and rates for summer tours apply to

W. E. RISPIN,
City Passenger and Ticket Agent,
115 King St., Chatham.

ANOTHER CALIFORNIA EXCURSION.

WABASH

On July 31st to August 13th inclusive, the Wabash will sell round trip tickets to San Francisco or Los Angeles, Cal., at the lowest rate ever made from Canada, tickets good until October 15th, 1903. All tickets should read via Detroit and over the great Wabash line, the short and true route to Pacific Coast points. This will be the last, best and cheapest excursion to California this season, do not miss it. For full particulars apply to any Wabash agent, or J. A. Richardson, District Passenger Agent, Northeast corner King and Yonge streets.

W. E. RISPIN,
C. P. Agent, Chatham.

J. C. PRITCHARD,
Depot Agent,