Big range Picnic Napkins, 5c dozen.

WOODS' FAIR

Try our Woods' Chewing Taffy, 10c lb.

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This week, big value in Cushion Tops.

WOODS' FAIR

Drink our Tea and Coffee, 25c pound.

PLUCKY WOMAN HUNTS WOLVES

Makes a Living by the Bounty On Their Scalps.

TAME WOLVES ARE DECOYS

Has a Good Yearly Income—Saves Husband in Wild Encounter With Ferocious Pack.

St. Charles, Mich., July 19.—To be a professional hunter of wolves is the big change that has come into the life of Mrs. Frank Woodward, who a few years ago was known as one of the prettiest girls in St. Charles, Mich.

The story begins with the coal strikes in St. Charles several years ago, when the village became the chief center of interest in Michigan. Shortly after those strikes Henry Baldwin came from Pittsburg and brought his daughter with him. At almost the same time a young physician hurried from the southern part of the state to St. Charles, knowing there would soon be an opening for him.

The daughter of the mining man and the young doctor met. Within a few months they were married and the two started housekeeping.

Then misfortune came to the newly-wedded pair. Dr. Woodward was affected with lung disease, which bid fair to develop into quick consumption. He placed himself under the care of specialists and was advised to give up his practice and bury himself in the heart of the north woods, living and eating in a tent or outdoors. Young Woodward was a poor man, but his wife stood by him. He tried to persuade her to remain behind, but Mrs. Woodward argued that whatever place was good enough for a sick man, especially her husband, was good enough for her. Less than a fortnight after this the two were in an abandoned lumberman's shanty a few miles back in the woods from the Otonagon, Mich., postoffice. Here they continued to live for some time in the heart of the forest, and little by little the man's lost strength returned to him. He took to hunting in the woods, nearly always accompanied by his wife, and one day she shot a wolf. A week later the scalp of that wolf brought $15 from the state.

Then came into Mrs. Woodward's hear an idea. She began describing to her husband how they might with profit become professional wolf-hunters. The idea appealed to the man. The two made a visit to Sault Ste Marie and there made preparations to spend the winter in the woods. They bought traps, provisions and their winter garments, and had them sent to a point in Luce county, 60 miles from the Soo. That was in the late summer of 1899. During the ensuing autumn the wolf-hunters shot and in other ways captured nearly a score of wolves, which brought them $600, a small fortune up in the woods. Early in the summer of 1900 the two moved into Schoolcraft county and settled in the ruins of an old inn that had been built half a century before. It was constructed of light pine boards and was a wreck when the two hunters took possession of it. In one part, however, lived an old trapper, and with his aid a section of the building was made habitable.

It was at this time that the incident occurred which started the Woodward fortune. Dr. Woodward captured two wolf whelps and was on the point of killing them, when his wife objected. "Give them to me for pets," she said.

The baby wolves grew rapidly. For a time they ran about like little dogs, but after a little they were chained outside. Then they began to practice their howls, and as they became older they sent their voices through the forest in answer to the calls of their unchained brethren. One moonlight night Mrs. Woodward was coming up from a spring a dozen rods from the old inn, when she saw several forms instead of two where the wolves were fastened. As one of these scurried off into the darkness upon her approach the young woman sent a discharge of buckshot after it. The next morning the animal, a large wolf, was found dead in the edge of the woods. From that day on the captive wolves were used as decoys. Traps and poison were still used by the hunters, but where one wolf was captured in those ways half a dozen were bagged with the decoys.

Early in the evening on moonlight nights the two wolf-hunters would take their captives to some point in the woods, perhaps a mile or so from their home, and would there fasten them, while they concealed themselves near, usually on a platform built in a tree. Several feet above the heads of their decoys the hunters would fasten a chunk of raw meat. When a wolf smells meat very near the animal gives a different call from that when game is a long distance ahead, just as a hound will change its cry when it catches sight of its prey. This call is recognized by other wolves and they hasten to the chase or feast. In this way the animals in the woods were often attracted by the decoys. One night during the early part of last winter the hunters killed four wolves.

During the first year's hunting with decoys Dr. Woodward and his wife shot 198 wolves, whose scalps were worth $2,970. During the following year the hunters were constantly traveling through the upper peninsula counties, remaining in one place only a few weeks at a time. By doing this they always had fresh hunting grounds. During 1904, they killed over 200 wolves, and the slim bank account of five years ago had now climbed almost to $10,000. The Woodwards own a beautiful home in Sault Ste. Marie, but this is rented because the hunters prefer the freedom of the woods. This summer they will spend in the old schoolhouse inn.

During her life in the woods Mrs. Woodward has had some stirring experiences. Once she saved the life of her husband. This happened a year ago. Two big bear traps had been brought down to the log home of the Woodwards in Ontonagon county, and with the first thaw these were set. One bear was captured, and then there came a morning when it seemed as though another winter was about to set in. It was bitter cold, and along in the afternoon of this day it began to snow.

"I'd better pull in the traps or we'll lose them under the snow," said Dr. Woodward.

Late in the afternoon he started for the place where they were set, which was about half a mile distant. An hour passed, and the man did not return. By the time it began to grow dark Mrs. Woodward was somewhat frightened. Soon the trees of the surrounding forest began to lose themselves in the growing gloom. In another half-hour it was fairly dark, and the woman in the cabin determined to go out in search of her husband. Filling her magazine rifle she started. The falling snow had obliterated the tracks of the man. The fact that she did not know the exact location of the traps added to Mrs. Woodward's fears. At times almost running, she plunged through the forest. Back at her log home one of the captive wolves sent up a mournful howl and a moment later this was answered from the forest. After a time Mrs. Woodward paused and fired her rifle several times into the air. There was no response. Then she called out her husband's name. There was no answering cry.

Now trembling with fear that something awful had happened, she hurried on. She was certain that she had traveled the distance that the traps were set from the cabin, when Mrs. Woodward paused again. But this time she did not fire her gun. From away off in the woods came a cry that curdled her blood. It was the meat call of a wolf. There was not only one call, but a dozen, faint but clear, sounding as though the animals that made them were almost half a mile away. Not for a moment did a personal fear come into Mrs. Woodward's heart. She hurried on again, running until she was almost exhausted, now feeling certain that some accident had happened to her husband, and the wolves were either following him or were tearing and quarreling over his body. When quite near Mrs. Woodward paused and lifted her voice in a piercing shout. To her intense joy a faint cry came back through the woods—and even in her excitement she recognized it as that of her husband. Twenty rods further on she heard the voice again, this time very near and extremely faint.

Now she lifted her rifle, and fired several times in rapid succession, knowing that at the reports of the firearms and her loud cries the cowardly wolves would beat a retreat unless there were a great number of them.

Reloading her gun, the young woman hurried toward the voice of her husband, firing a shot every few yards. A minute more, and she was beside her husband, who was perched on a low limb of a tree. After securing the bear traps he had started homeward, but in climbing over a huge tree trunk he had fallen and broken his leg. For an hour he had waited, firing his gun every now and then, hoping that his wife or other help would come. Then he pulled himself very slowly through the snow, finally leaving his gun behind. He was compelled to seek refuge in a tree to escape the wolves.

Slowly Mrs. Woodward supported and half-carried her husband home, emptying her rifle every few minutes to give a warning to the animals about them. The next day Mrs. Woodward started on a twelve-mile journey in search of a doctor. For almost three months after this adventure Dr. Woodward could do no hunting.

THE DISORDERS OF DIGESTION

Arising From Torpid Liver, Kidneys and Bowels Cured by Dr. Chase's Kidney-Liver Pills.

Most of the ills of everyday life come from deraingements of the digestive system.

The liver becomes clogged and torpid, the kidneys inactive, and the bowels constipated. The poisonous waste matter is thrown back into the blood stream, and the result is some deadly form of disease.

It is not necessary to be continually dosing if you use Dr. Chase's Kidney-Liver Pills.

This treatment acts directly and promptly on the liver, kidneys and bowels, and insures their proper working.

Indigestion, dyspepsia, kidney disease, backache, liver complaint, biliousness and constipation are the ailments for which Dr. Chase's Kidney-Liver Pills are most frequently used.

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25c a box, at all dealers, or Edmanson, Bates & Co., Toronto.

Whitney vs. Atlas Loan.

Toronto, July 19. — Judge Hodgins has served judgment in an action brought by the Atlas Loan Company against the C. J. Whitney estate. The Atlas Company claimed $60,000 damages, alleged to be due on 609 shares of stock. The defense of the Whitney estate is that the late Mr. Mr. Whitney had never subscribed to any stock.

How wonderfully developed must be the furniture mover's bump of destructiveness.

100-Mile an Hour Train Is Bound to Come Soon

Railroad Men Quite Sure That the Limit of Speed On the Rails Has Not Been Reached.

New York, July 19. — "Has the limit of speed on railroads been reached?" was the question put to a score of practical railroad men in view of the statement made recently by President Newman, of the New York Central.

The reply was unanimous that it had not been reached, and would not be reached until the electric locomotive had been developed to its highest point of efficiency, and was in general use. Electricity will be the motive power of the railroad of the future, they declared, and experiments are being conducted in this country and abroad to perfect the electric engine.

The New York Central Railroad has been making tests with an electric engine for some time on a six-mile stretch of track outside of Schenectady. This engine, with a train of flat cars, loaded with sand-bags to represent the weight of passengers has attained a speed of 85 miles an hour.

That it can go faster there is little doubt. When the time comes for faster trains than are now run the big railroads will be able to supply the demand.

The public does demand fast trains, else the railroads would not supply them. The public uses fast trains and makes them profitable, or the railroads would not run them. The railroad business is not conducted by philanthropists, as everybody but the pass fiends knows. One of the officials of the New York Central Railroad said to an interviewers the other day:

"The business of the railroads is to sell transportation, the same as the druggist sells drugs. If a railroad runs fast trains, there is a demand for fast trains. If a speedier train than any road is running is put in operation it is because there is a commercial necessity for it.

"As to speed limit, we have not reached it, and won't for years to come. There is always something new in the railroad business. It may be a better make of car or maybe a way to make a better roadbed.

"With modern equipment and a first-class roadbed with a level stretch of track, no one can tell the limit of speed that can be obtained on a first-class road. The modern locomotives are not asked to go the limit.

"There is a limit to their speed, but no one is interested in the limit, particularly as long as they travel as fast as the public demands. When the time comes that the electric engines take the place of steam engines speed will be greatly increased."

"How fast can trains run with safety?" this official was asked.

"That is a rather difficult question to answer. President Newman, of the New York Central, recently put himself on record as saying that he thought modern trains ran too fast. I rather think he was in error when he said that he thought all railroad men believed as he did.

"As a matter of fact, most railroad men would rather ride on a fast train than a slow one, because they know the fast ones are the safest. If there is an open switch like that on the Lake Shore when the Twentieth Century was wrecked, the slow train is going to be wrecked as well as the fast one.

"If I knew I was going to be in a train wreck I would take the fast train in preference to the slow one. To begin with, the fast train is made up of the best equipment and manned by the best men the company has employed. The flier never has as many cars as a slow train and there is less to smash when the crash comes.

"Every employe of a road that has a flier is always on the lookout for the fast train. It has a clear track and extraordinary precautions are taken for its safety.

"Few fast trains have been wrecked, and when one does meet with that misfortune it makes a great impression upon the minds of the public. The general public has a sort of fool notion that all wrecks are due to high speed. That is a false impression, as anyone can learn by taking the trouble to investigate.

"If you are walking briskly and you bump into a man who is walking slowly, you will bump that man out of your way. If you are running and hit another person coming toward you slowly you will hit him with more force still.

"The same principle holds good with the fast train. If it runs into a solid wall it is going to be wrecked, but if it hits an obstruction on the track the chances are that it won't. It will shunt the obstruction aside just as the running man shunts his slow-moving brother out of the way.

"The train that is running slowly and hits an obstruction is apt to be derailed, at least. The Twentieth Century once hit a freight car and cut it in two and none of the passengers knew of the accident.

"The greatest trouble the railroads in this country have to contend with is the trespassers, the persons who walk on railroad tracks. A good percentage of persons killed by the trains of this country are trespassers.

"England, France and Germany are free from this trouble. In those countries it is a misdemeanor to go on a railroad track. Persons who do it and have no right to trespass are punished. In this freeborn land of ours there would be an awful howl if the railroads got together and tried to free themselves of trespassers.

"A man walking along a railroad track might become suddenly insane, or he may see a switch and tamper with it and be sane. The result is a wreck.

"No one knows what the railroads suffer from trespassers. The Interstate Commerce Commission reports that nearly 6,000 trespassers were killed by railroads in this country alone last year."

This railroad man voiced the sentiments of a majority of railroad men. As to the limit of speed few will contradict him.

This country still holds the palm for high-speed trains, although it may be taken away from it if the syndicate that was recently formed in Brussels makes good its boast. This syndicate was formed to construct a straight-line railroad from Brussels to Berlin, the motive power to be electricity.

It has been planned to make the run in seven hours, and to do it will require a speed in excess of 90 miles an hour. To do this the railroad will have to be built as nearly in a straight line as possible and high power electric engines will be used.

German railroads have done a good deal of experimenting with electric engines, and for short distances, they have attained great speed. What the railroad men of this country want is high-power engines that can make fast time on long hauls, that is on trips of 300 or more miles.

"Talking about speed limit and safety," said General Manager A. H. Smith, of the New York Central, "look at the Empire State Express. It's been running since Oct. 26, 1891, and has never had a fatality."

The Empire State and the Twentieth Century Limited of the New York Central (the latter the eighteen-hour train), are the two fastest trains in the world. The next fastest train is the Pennsylvania's eighteen-hour train to Chicago.

On certain stretches of road any one of these trains could be speeded at the rate of 70 miles an hour. Railroad men say they make this speed when they are a few minutes behind time.

The Empire State Express runs the 440 miles from New York to Buffalo in 8 hours and 15 minutes. The average speed, including stops, is 53.33 miles an hour. The total weight of that train is 405 tons.

The Central's eighteen-hour train runs from New York to Chicago, a distance of 965 miles, in 18 hours at an average speed of 53.61 miles an hour.

The Pennsylvania's eighteen-hour train has to travel 905 miles in eighteen hours at an average speed of 50.28 miles an hour.

The fastest foreign trains are:

The Sud Express, which travels between Paris and Bordeaux, a distance of 488.01 miles in 9 hours and 54 minutes. The average speed of this train is 49.30 an hour. This train went at the rate of 54 miles an hour until it ran down an embankment. Then its running time was extended.

The East Coast Express of the Great Northern and Northwestern Railways runs from London to Edinburgh, a distance of 393½ miles, in 7 hours and 45 minutes, at an average speed of 50.77 miles an hour. Another fast English train runs between London and Glasgow, a distance of 401½ miles, in 8 hours, at an average speed of 50.18 miles an hour.

These are the six fastest long-distance trains in the world. What strikes the layman in comparing the foreign and the American trains is the great difference in weight of cars and engines. Our rolling stock is a great deal heavier, and for that reason, far superior, railroad men say.

People often ride on fast trains and don't realize it. Many a person rides on the Albany Flyer between Albany and New York without knowing that he is really going faster than if he were riding on the Empire State Express. The last-named train runs with four cars, and its running time between Albany and New York is 2 hours and 59 minutes. It does not stop between these cities.

The Albany Flyer is a six-car train and the running time between Albany and New York is 3 hours and 17 minutes. It makes eight stops on the way. Each stop, slowing down, discharging passengers and getting started again, will take at least three minutes.

Take 24 minutes out of the running time and folks who ride on the Albany Flyer are traveling pretty fast. Still they don't realize it, and the New York Central never boasts about this train.

Which all goes to show that people who travel on railroads have no idea how fast they are going. The men who run the railroads do, though, and they are constantly on the alert. If one road puts on a fast train another fast train will be put on in competition. The mile-a-minute period is here. People of the next generation are likely to travel at the rate of 100 miles an hour. Such speed has often been prophesied and the electric engine may make the prophecy a fact.

WHAT IS BILE

The Important Work It Accomplishes.

How to Insure a Healthy Supply.

The principal work of the liver is the secretion of bile—a golden brown, mucilage-like substance, composed of certain liver elements or salts, mucus and coloring matter. It is the natural antiseptic and cathartic of the bowels. A torpid liver means deficient bile secretion, which later means constipation with its attending evils.

The bile plays a most important part in promoting healthy digestion. Its absence results in congestion of the bowels, with indigestion, and to correct this and secure healthy bile secretion Smith's Pineapple and Butternut Pills have a very selective action—in fact, they cure biliousness with the bilious headache, driving the fecal contents out of the body, which, if permitted to remain, would poison the whole system and rapidly undermine the general health.

Never permit yourself to become bilious. A sick headache, a sudden attack of indigestion, or a fitful diarrhœa with dizziness and a yellow-coated tongue call for the prompt use of Smith's Pineapple and Butternut Pills. They are by far the best remedy to empty the bowels and relieve congestive conditions. They act as a true tonic to the liver, preventing as well as curing constipation. One or two of these pills taken every night mildly stimulates the liver and corrects biliousness without the driving purgative effects of harsh drugs. Their gentle laxative action especially commends them to ladies, who bloat after eating and are subject to periodical headaches. To secure a healthy secretion of bile, thus establishing perfect bowel regularity, these little pills possess merits peculiarly their own, not found in other remedies.

Smith's Pineapple and Butternut Pills always cure constipation, biliousness and sick headaches in one night. All dealers, 25 cents. All genuine signed W. F. Smith.

SMITHS BUCHU LITH. A PILLS
A POSITIVE CURE FOR RHEUMATISM AND ALL FORMS OF KIDNEY AND BLADDER ILLS.
AT ALL DEALERS—25 CENTS.
A CURE AT THE PEOPLES PRICE

Prostrated and Burned.

Scranton, Pa., July 19. — John Thomas, fireman on the New York and Western Railroad, who was prostrated by heat last night, was burned to death a few hours after being overcome. He had been placed in a caboose to be sent to his home in Mayfield. While the train was standing on the track, another train crashed into it, setting fire to the caboose, and Thomas was burned to a crisp.

A Odd Horse Case.

Toronto, July 19. — The uncertainties of the law were illustrated in a horse case judgment which was given by the divisional court today. Messrs. R. and E. R. Lee, of Toronto, had a horse, which came into the possession of P. Taylor under such circumstances that a police court case against Taylor resulted. The case was dismissed, and then the two Lees sued for damages for the loss of the services of the horse, and a jury awarded them $350 each. Taylor applied to the divisional court for a new trial, which was granted today. Mr. Justice Britton, in his judgment — — — — — — — — —

Dishonest grocers seldom resort to legal measures.

THE WEATHER TODAY —Fine and warm.

Traveling Rugs For Tourists and Outing and Camping Purposes. **$3.50 to $7**

Wonderful Millinery Bargains
Friday Morning, 9 o'Clock.
SUMMER CLEARING SALE OF TRIMMED HATS.

This is the sale that brings the ladies. Our other sales bring them too. But a sale like this has such a clear ring to it that a mere hint of selling Millinery at such low prices awakens an interest at once. At 9 o'clock—the sale hour—we should see enough customers in Millinery Section to take away every hat placed on sale.

About 30 only stylish Hats, all this season's pleasing shapes, ranging in price from $2.00 to $4.00 each. On Friday morning your choice of any in this grand lot for only..... **95c**

About 20 only made Hats that ranged in price from $4.00 to $6.00 each. In this lot are some of our prettiest shapes. Your choice Friday morning for only..... **$1.95**

About 15 only colored and a few black made Hats, ranging in price from $6 00 to $8.50 each. Your choice of this good lot for **$3.50**

Also a nice assortment of colored and black Straw Shapes will be cleared. These sold at from $1.25 to $2.50 each. Sale price Friday..... **25c**

Decorations. Semi-Centennial And Old Boys Decorations.

Every home should be well decorated in honor of the home-coming of the Old Boys—in honor of London being a city for 50 years. Every home can afford a nice display of Flags and Bunting if their decorations are bought here. We have purchased large quantities of both, but it looks as if our supply would be inadequate. Those who intend to decorate (and the City Council will request every storekeeper and householder to do so), should buy their supply at once while the assortment is good.

Flags.

6x8, on sticks, 3c each, dozen 25c
15x20, on sticks, 7c each, dozen 80c
18x25, on sticks, 10c each, dozen $1 10
24x32, on sticks, 15c each, dozen $1 65
Any of the above sizes, in either Union Jacks or Canadian Flags.
24x30, Scotch or Irish Flags, at, each 12½c
24x30, Scotch or Irish on sticks, at 15c each, or, a dozen $1 65

Watch for Display of These Goods in One of Our Show Windows Next Week.

Wool Bunting Flags.

Canadian, 2 yards long, at $4.25
Union Jack, 2½ yards long, at..... $4.25
Canadian, 3 yards long, at $6.75
Get one of these for your lawn or house.

Buntings.

Plain colors, red, white, blue and fancy shades, at 5c yd., or 20 yds. for $1.00
Tri-color, red, white and blue combined, at 6½c yard, or 16 yards for $1.00
SPECIAL PRICES BY THE PIECE.

SMALLMAN & INGRAM,
149, 151 and 153 Dundas Street.

LORD ROBERTS ON CONSCRIPTION

Party That Tries It Doomed to Defeat—A Remedy Suggested.

Ottawa, July 19. — In both England and Canada the question of defense has been brought into prominence within the past few weeks. In the House of Lords, Lord Roberts made a speech which, being translated, means conscription. That the illustrious British soldier does not voice the sentiments of the people for whom he might claim to speak, is a fact which needs only to be stated. "Conscription" is a word hardly less pleasant to British ears than "slavery" or "kidnapping," or the "press gang." The empire has made way without it for some centuries now, and a plebiscite would unhesitatingly declare for a continuation of the present system, no matter what the results. Lord Roberts spoke as a soldier, from a soldier's point of view. His whole training tends to unfit him to be an expoent of public opinion, while it qualifies him as a military expert.

Mr. Balfour never more perfectly represented public opinion than when he declared that the British people would never tolerate forced military service. It is not in the articles of belief of either Whig or Tory. Socialists abhor it; organized labor will have none of it. The disaster of any political party which ties up to the doctrine is assured. While this is true, it seems equally certain that both Britain and Canada must make some move in the direction of greater security against attack. This is a duty, whether it embodies the best of wisdom or not. British Isles rely on a matchless fleet, which would prevent invasion. A fleet would be no such safeguard to Canada. In England, moreover, a trustworthy and powerful land defensive force is necessary as well. Lacking this, the fleet might be unable to steam to the other side of the globe and strike a vital blow. In both countries therefore land forces are indispensable. Those now in existence are declared insufficient by Lord Roberts.

"Conscription," says Lord Roberts, "is the remedy," but we believe the recently expressed views of Col. Sarjeant, C. B., published in the London Express, will prove more acceptable to the people. "Our volunteer system," declares this expert, "has never yet received a fair trial. The soldierly spirit animating regulars, militia and volunteers has scarcely been encouraged and developed into that potential military enthusiasm which the empire now requires to support its existence. Is the decline, therefore, in vitality of our existing military forces such an unfathomable mystery as certain ingenuous advocates of conscription would have the country imagine? The decline of enthusiasm means the decline of national existence."

He goes on to explain the reasons why voluntary recruiting has been voted a comparative failure, whereas it has never been fairly tried; and thus he places his arguments:

1. While the pay of every operative and laborer has steadily increased—especially of later years—the soldier's pay has risen but a few pence per diem since the time of Charles II., though a groat then went further than a shilling does now.

2. Because the home or barracks comforts of the private soldier have scarcely attained the standard of the times.

3. Because the real development of the private soldier's character — his best, most refined, intellectual and social side of life—has been lamentably neglected.

4. Until comparatively recently the development of the private soldier's power of initiative has received scanty encouragement.

5. Though the private soldier's moral character is capable of the most exalted elevation, the private soldier has been influenced, even by educated writers, to "live down" to the insidious "Tommy Atkins" plus "absent-minded beggar" ideas.

Col. Sergeant thinks, and Major-Gen. Sir Alfred Turner, K. C. B., agrees with him, that reform in these departments will solve the problem, and this is what is demanded, not the new problems which are involved in conscription. The question is not whether trained soldiers are needed, but how they are to be developed. Sir Frederick Borden's idea of rifle clubs and cadet corps plus the great help which can be given by men of means in the shape of rewards and prizes should supply the needs of Canada. In fact, the benefits of conscription might be thus secured, without protest from a Quaker. Col. Sergeant thinks that few parents would object to their sons entering cadet corps, provided certain advantages were offered in the shape of instruction in some trade or occupation. Why should not the science of modern warfare be made a special study in colleges and schools—a study encouraged by the Government? Why do many young men enter military colleges in the United States, having no idea of becoming professional soldiers? It is the excellence of the instruction received. Militarism is swallowed for the sake of the fine physical training there to be had, and there only. In these facts there is food for thought for the men who are advocating conscription.

NO ALCOHOL IN IT.—Alcohol or any other volatile matter which would impair strength by evaporation does not in any shape enter into the manufacture of Dr. Thomas' Eclectric Oil. Nor do climatic changes affect it. It is as serviceable in the Arctic Circle as in the Torrid Zone, perhaps more useful in the higher latitudes, where man is more subject to colds from exposure to the elements.

WHERE CAN I GET some of Holloway's Corn Cure? I was entirely cured of my corns by this remedy, and I wish some more of it for my friends. So writes Mr. J. W. Brown, Chicago.

CUCUMBERS AND MELONS are "forbidden fruit" to many persons so constituted that their indulgence is followed by attacks of cholera, dysentery, griping, etc. These persons are not aware that they can indulge to their heart's content if they had on hand a bottle of Dr. J. D. Kellogg's Dysentery Cordial, a medicine that will give immediate relief, and is a sure cure for all summer complaints.

SPECIAL NOTICE.

Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacturers of Mattresses, Feather Pillows, Cushions and Spring Beds. Brass and Iron Beds, $3. Stoves, Furniture, Camp Beds, at the Feather Bed, Pillow and Mattress Cleaning Factory, J. F. HUNT & SONS, 593 Richmond St. 'Phone 997.

CASTORIA. Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought
CASTORIA. Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought
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What Causes Appendicitis.

The commonest cause of appendicitis is constipation. When you require physic don't use cheap drastic pills—get Dr. Hamilton's Pills, which strengthen the stomach, regulate the bowels and prevent any tendency to appendicitis. In one day you'll feel the tremendous benefit of Dr. Hamilton's Pills. By purifying the blood and cleansing the system they prevent headaches, lift depression and drive away weariness. No medicine so successful as Dr. Hamilton's Pills, sold everywhere in 25c boxes, with yellow covers. Get the genuine.

FUN IN PENITENTIARY

Convicts at Jackson Given Day Off to Take in the Circus.

Jackson, Mich., July 19.—When the circus came to town a short time ago, the convicts in the state penitentiary were set free for a day by Warden Alonzo Vincent to take in the show. At least, former Deputy Warden Foote and James Hazzard, of Detroit, a former convict, told Gov. Warner so yesterday.

Foote and Hazzard, who have become angry at Vincent, said all the convicts came back when the circus was over, because they had a better time in prison than they could have anywhere else. In a communication to the executive they declared affairs at the prison were being run in a most amazing manner. Gov. Warner has ordered an investigation.

According to the complaints, the circus episode is only a sample of events in the merry life led by the jailbirds. The convicts are said to have had a most hilarious day under the showman's tent, having shed their prison garb, and going back to jail later to spend the remainder of the eveping in merrymaking.

Foote and Hazzard declare the prison virtually is run by John Higgins, a murderer from Adrian, and James Burns, a "gentleman burglar," from Detroit. Vincent is represented as having taken part in the prisoners' revels, which are said to have grown so uproarious as to disturb the peace of the neighborhood.

Higgins and Burns, leaders of the high-falutin convict band, says Hazzard, who is just out of jail, spend their time in devising new pranks for the amusement of the "guests" at the jail.

It is said that several of the inmates have become so infatuated with prison life a la Vincent that they have stayed in jail several years after their terms expired, rather than be thrust upon the cold world.

The Doctors All Admit

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