GOLD MEDAL, PARIS, 1900.

Cocoas and Chocolates.



Breakfast Cocoa .- Abs lutely pure, delicious, nutritious

-The best plain chocolate in the market for drinking and also for making cake, icing, ice-cream,

German Sweet Chocolate -Good to eat and good to drink; palatable, nutritious, and

WALTER BAKER & CO. Ltd.

ESTABLISHED 1780. DORCHESTER, MASS. BRANCH HOUSE, 12 and 14 St. John St., MONTREAL

TRADE-MARK ON EVERY PACKAGE.

ON "BIG" ISLAND, LAKE ROSSEAU, ONT.

A Handsome \$70,000 Hotel To Be Completed by the 1st of July, 1901.

The Muskoka Navigation Company, with which the Grand Trunk Railway Company is working in close accord, has practically completed preparations for furnishing the Muskoka Lakes this season with an improved transporta-

tion and hotel service. The chief feature of the improvements to be brought about will be the erection, before July 1 in this year, of a handsome hotel on Lake Rosseau. The site of the house is to be on "Big The site of the house is to be on "Big Island," and the structure is to be an extensive one, including some 225 rooms. The building is to be three stories high, done in the Venetian style of architecture. The main building on the ground floor, will include a spacious rotunda and dining-room, each 50 by 100 feet, with large bay windows, overlooking Lake Rosseau. A 20-foot verlooking Lake Rosseau. A 20-foot ver-anda encircles practically the whole ground floor, and from the veranda promenades extend to pavilions situated on the ground, 50 feet away. Below the dining-room are to be located a handsome billiard room, and also a

The sleeping quarters of the hotel will occupy two wings, which extend at angles of 45 degrees from the main building. Each floor of each bedroom wing is to be equipped with a large parlor at the end of the wing. Many of the bedrooms are fitted with bay windows and the feature will add much dows, and this feature will add much to the attractiveness of the interior of these chambers, as well as to the ex-terior of the building. The bedrooms will be furnished with stationary washstands, and the hotel will contain

some 64 bathrooms. The building will probably be lighted by electricity, and it will be steam-heated throughout, so that guests desiring to remain in Muskoka late in the fall may comfortably do so. The rotunda dining-room, billiard hall and cafe will all be fitted with very large fireplaces, capable of burning six-foot logs. These large open grates will form a pleasant feature of this hotel on chilly Muskoka evenings.

The contract for the construction of this hotel is about to be let. The structure, it may be said, will cost between \$60,000 and \$70,000, and, as before indicated, will be ready for this sea-son's tourist traffic.

Across Niagara

in an Iron Basket.

In the museum at Buffalo, N. Y., there is an iron basket which always various causes, and lately I was adarouses the curiosity of the visitor. Vised to try your medicine. I used The basket is about five feet long and three bottles; and have received a four feet broad and is made of iron strips interlaced after the fashion of are completely banished, and the heart a common splint basket. No one disease from which I suffered for would ever guess its purpose were it thirty years has almost disappeared, seum curios.

ago, when the then marvelous engineering feat of bridging the Niagara River just below the falls was undertaken. The basket was made for the purpose of carrying the workmen across the river after the cable was secured, but the first person actually to cross was Col. Eugene Childs, now a resident of Minneapolis, then a boy of 17, who had been born and reared within sight of the falls. Col. Childs was one of four to make this first trip, and the distinction was awarded him on account of the part which he took in successfully carrying out the plans

of the engineer. With the aid of one or two companons he flew a kite across the 1,100 feet between shore and shore, successfully landing it upon the further side. To the string of the kite was attached a heavier cord, and still a heavier one, until after the usual manner a sufficiently strong rope was pulled across to draw after it the one-inch cable of 86 wire strands, the ends of which were then firmly imbedded in the solid

rock. So well did he succeed with his kite flying that when the strong cable was firmly implanted and the iron basket made ready for the workmen who were to cross to the opposite shore, he, with his companions, was singled out as deserving of making

with boyish enthusiasm they accepted the offer. To each end of the basket was attached a strong rope, which ran over a windlass on each side of the river. Everything was made safe, and the boys started on their novel journey. They were only 100 feet below the plunging cataract and directly over the whirling rapids, at an elevation of more than 160 feet. Col. Childs confesses that there were blanched faces in that iron basket before it reached the opposite shore and was over Niagara, are as distinctly recalled as are any of the more tangible events of the day, and the odd-looking iron basket in the museum has a very spe-

cial significance for him.

Col. Childs served during the civil war as captain of Company A, Fifth Iowa Infantry, until 1863, and in 1865 as colonel of the Forty-Seventh Veteran Volunteers of Iowa. He has now retired from active business life, and his home is in one of the lake suburbs of Minneapolis.

We Bring Good Tidings

To the Suffering, Despondent and

COMPOUND

EARTH'S BEST SPRING MEDI-CINE RESTORES HEALTH AND STRENGTH.

It Cures the Worst Cases of Nerve and Blood Diseases.

It Gives Energy and Vigor to Body and Brain.

Spring, gentle spring is nature's re-vival season. The icy bonds of lakes, rivers and streams are cast off, and the music of bounding and rushing waters is heard again. The grass as it catches the rays of sunshine springs to life and is clothed anew; the trees bud, the wild flowers lift up their heads, and the birds sing their sweet-

To a vast army of men and women the old and young—the advent of she stands comparing brings increased and intensified sufferings and agonies from rheumatism, neuralgia, kidney and iiver complaints, blood diseases, dyspepsia, nervous disorders and sleeplessness.

Take courage, poor sufferers; we bring you at this time glad tidings. We give you the assurance that Paine's Celery Compound possesses the necessary virtues to banish your troubles and cure you permanently. As nature around us tones and puts on new life, so can you, if you are true to yourself and Heaven, banish your disease, gain strength, vigor and hap-

piness by use of Paine's Celery Com-Mrs. E. Rankin, Courtright, Ont., fully convinced of the efficacy of the great medicine, writes thus:

"With great pleasure I beg to in-form you of the good I have received from the use of Paine's Celery Compound. For a number of years I have been in very poor health owing to world of good. My severe headaches not labeled after the manner of mu- and altogether I am vastly improved. reum curios.

The basket was used a half century | I am fully convinced that Paine's Celery Compound is all it is recommended to be."

DISPROPORTIONATE. Short Stories prints an anecdote of a estern judge who, although he is wise, does not mind being witty. While he was trying a case recent-ly he was disturbed by a young man who kept moving about in the rear

looking under things.

"Your honor," replied the young man, "I have lost my overcoat and I

"Young man," the judge said at length, "you are making a great deal

am trying to find it."
"Well," said the venerable jurist, people often lose whole suits in here without making all that disturbance."

THE HUMAN FLOORMOP. Agent-Do you think your wife would like to buy a floormop? Henpeck-No; I believe with care that I'll last a few months.

THE LARGEST SHIP AFLOAT.

Completion of the White Star Steamer "Celtic," a Bigger Vessel Than the Great Eastern.

[Extract from Shipping Gazette and Lloyd's List.]

The launch at Belfast on April 4 of the White Star liner Celtic will be an event of considerable importance in drawn back again. But the trip was one of the experiences of his life which he would not willingly forget, although the hair-raising sensations which he underwent while suspended in midair over Niggara are as distinctly recalled. ateness of floating her at the dawn of a new century, for the old century's close saw the builders in safe possession of the record for big ships-11,805 tons was their average for 1899, and 11,300 tons for last year—and 20,000 tons is a decidedly promising effort in maintenance of this supremacy. The owners, too, are to be felicitated on the commercially sound way in which they are developing the ocean steamer. The story of the steamship need not be retold; its marvelous growth may now be left to the retrospective bookman. The aspect of the problem about which the trading world is concerned is how, in constantly changing modern conditions, the achievements of the engineer and the shipbuilder may have their greatest efficiency. One need not discuss the commercial results of high speed; the fast, luxuriously appointed Atlantic liner is a necessity of the age. But the filling up of new continents, the wonderful manufacturing growth of America, and the closer relationship of the whole business world have cre-ated conditions which absolutely call for a ralt in the race for records. The blue ribbon of the Atlantic is not in the keeping of the White Star Line; yet its express boats are among the most popular that cross. The safety. the comfort and the convenience of passengers are the first considerations of its managers. This quality enabled them to be the practical pioneers of the leviathan intermediate boat on the At-lantic, and to build up the Australian fleet, to which the Suevic is the latest addition. The express boats are beyond the means of a great portion of the traveling public, which views the prospect of an extra day at sea with equanimity; and with plenty of passengers one way and plenty of cargo the other, an economically true line had to be found between the carrier pure and simple and the expensive liner. Out-ofdate mail boats were useless, and a new type, embodying the capacity of the one with as nearly as possible the accommodation of the other, had to be evolved. It is unnecessary to enumerate the earlier vessels of this class; the Celtic represents their highest development so far, and the times are obvi-

The Celtic is absolutely the largest vessel that ever was built. Her handsome elder sister, the Oceanic - the queen of the White Star fleet-is still the longest, but the new boat has more beam, and her gross tonnage is 20,880, as compared with 17,274. Her displacement at a load draft of 36 feet 6 inches will be 36,700 tons, as compared with the modern battleship's 14.000 tons, and the Great Eastern's 32,160 tons. How she stands compared with other notable Atlantic steamers is shown in the

Feet. Feet. Feet. Gross. Great Eastern ... 691. Campania Kaiser Wilhelm der Grosse.....626.7 68 67.3 75 Deutschland660.9

The Celtic, it is almost unnecessary

Celtic700

to say, is built on the cellular doublebottom principle. A flat bar keel is riveted on to the inner vertical keel, which is necessarily deeper below the engine spaces to insure rigidity. The greatest care has been taken that the hull shall be proof against all ordinary stresses, and time may safely be left to prove its stiffness. The bilge strakes have been doubled, and so have the sheer strake and the strake next but one below it, while the upper deck stringers have also been doubled in the matter of plates, except at the extreme All the riveting here was done by hydraulic machinery, operated from the immense gantry used first in the building of the Oceanic, and in all the circumstances one is justified in doubting if the work could have been ac-complished by other means. Whenever possible machine riveting was followed, and altogether 167,095 inch and a quarter rivets were so driven in the keel, double bottom, hull and stringers. Six longitudinals worked intercostally; three on each side of the vertical keel, increase the fore and aft strength of the structure, and with the thwart-ship vertical divisions make the celof the courtroom, lifting chairs and lular double bottom, which is bounded in the usual fashion with margin plates. The frame brackets are attached to the margin plates by double angles, and the floor plates have been similarly treated. Two intercostal keel-sons add further to the longitudinal stiffness. Altogether there are nine decks, and at their levels there is a beam to every frame instead of one to every other frame. The decks are decribed as lower orlop, orlop, lower, middle, upper, bridge, upper bridge, boat, and sun decks. These details in-dicate pretty fairly the care that has been taken to produce a vessel of ex-

ceptional stiffness. One can hardly imagine any construction more generally perfect, and its success in the conditions it has to meet is assured. The labor of building a ship of so great proportions was necessarily heavy; its nature may be inferred from the fact that the shell plates numbered 1,392, were inch and a quarter thick, averaged 30 feet by 5 feet, and in some cases weighed four tons. For a task of this magnitude ordinary tools were useless, and new and costly appliances had to be provided. The immense gantry, which was described in the Shipping Gazette a little over a year ago, ing machines were worked. Even as a mere traveling crane it was, with the exceptionally heavy lifts, absolutely necessary. The launching displacement

13 500 tons. The engines, which are already practically completed in the machinery department of the great concern, are of the Harland & Wolff quadruple expansion type; the cylinders are 33, 471/2 681/2 and 98 inches in diameter, by 5 feet 3 inches stroke. Steam at a pressure of 210 pounds will be supplied by eight double-ended boilers, each 15 feet 6 inches by 19 feet 6 inches. Great speed is not aimed at, but one may be sure that in efficiency the high repu-tation of the Queen's Island engine department will be maintained. From what one is able to judge at present, the notable quality of the work will be its finish. It is unnecessary to do more than merely mention the auxiliary machinery. Everything that exbuilders is necessary to a ship of the class has been provided, and much of it is exactly the same as that on the

As has been pointed out, the Celtic will not have the speed of the Oceanic. She will also differ from this ship in respect of accommodation, for she is built to fill the gap left by the tendency of the greyhounds to develop beyond the purse of the average traveler. She is the logical result of a close study of the economical facts of the situation, and with more than moderate speed, comfortable quarters at cheaper rates, and a certain mobility ber internal ararngement, she is likely to be successful. In her firstclass accommodation there are singleberthed rooms for gentleman, and, if your correspondent is not mistaken, the open berths in the third-class may be removed in favor of cargo should it

But, although the passenger rates will be lower, the sandard of the ac-commodation will still be very high. accommodated, their state-rooms being on the upper, the bridge, the upper bridge and the boat decks. The dining saloon, which is on the upper deck ferward, is the full width of the ship, and with the library and the smokeroom makes an exceptionally hand-

Provision is made on the upper and bridge decks for 160 second-class passengers. The dining saloon for this class is aft on the upper deck; it is finished in white and gold, and while not so wide as the other saloon on the same deck, is roomy and well lighted. A great number of passengers will be accommodated in the third class, partly in cabins and partly in open berths.

Married couples and single women will
be placed aft, and single men forward. The open berths are iron, with wire mattresses, and the convenience prospective passengers has dictated their arrangement. They are in top and bottom pairs, fixed back to back, and each is directly accessible from a passage. The accommodation is all forward and aft on the upper, middle and lower decks, and the dining-room, which is along the sides of the ma-chinery on the middle deck, is accessible from both ends of the ship. It is comfortably if not luxuriously furnished, and much the same is true de the smoking-room and the general room which accompany it. In addition to this complement of passengers, there will be a crew of 325; 64 on deck, 92 in the engine room and stoke holds, and 179 in the commissariat. The arrangements for feeding and generally caring for so many people are, it need scarce-ly be added, very complete. There is no flattery in the statement that the comfort and convenience of passengers have always been prime considerations

CONQUEST OF THE FINS

That Hard Cold

the medicine right to the suffering part.

light the lamp beneath, and then breathe-in

the soothing and healing vapor. All con-

gestion is quickly relieved, inflammation

disappears and healing promptly takes place.

way, of treating all affections of the air

passages. It's an economical way too, for

the vaporizer lasts a lifetime, and the Creso-

lene isn't expensive. Ask your doctor what

S. S. Nivison, M.D., Hammonton, N. J.:—"I have variously tested the merits of your Vapo-Cresolene treatment. I have already recommended its use to a large number of my friends and patrons. I especially advocate its merits for the cure of whooping-cough, and for the relief of asthma, croup, hay fever and diphtheria, and as a disinfectant of sick recome."

Vapo-Cresolene is sold by druggists everywhere. A Vapo-Cresolene outfit, including the Vaporizer and Lamp, which should last a life-time, and a bottle of Cresolene, complete, \$1.50; extra supplies of Cresolene 25 cents and 50 cents. Illustrated booklet containing physicians' testimonials free upon request. VAPO-CRESOLENE Co., 180

he thinks of it.

A SPECIFIC FOR-

Put some Cresolene in the vaporizer,

It's the natural way, the common sense

Perhaps it's in your head and you can't breathe through

It matters not in which place, Vapo-Cresolene takes

your nose; or in your throat, and it hurts you to swallow;

or still lower, and you are hoarse; or perhaps it's gone down

into your chest, and you have pain through your lungs

Russia Has Nearly Succeeded in Exterminating the hance- exceller toice.

Finland is no longer a nation, nor are the people of the province recognized as a race distinct from Russians. According to the latest reports from Helsingfors, te Finlanders have small reason to look for any modification of the new Russian policy, says a Russian correspondent. A little while ago was put to its fullest use, and from it the hydraulic riveters and electric drill-insh Cadet School at Frederickshamm, one of the most popular institutions in the country, should be suppressed, but this danger seems to have been averted for the present by a visit from the of the vessel will be, it may be noted, Grand Duke Constantine, who expressed great satisfaction with the condition of the school and the scholars. Other events, however, point to the continuance of General Bobrikoff's repressave and Russianizing policy. Two papers, one published in a provincial town, and a weekly journal in Helsingfors, have been suppressed ever, and the preventive censorship is applied everywhere with the utmost

rigor. The governor-general is energetically enforcing the restrictions on the right to hold meetings, and he has in circulars to the provincial governors issued institutions for the instruction of Russian as the language of the provincial government offices, even earlier and more fully than is provided for perience has taught the owners and the in the language of the ordinance promulgated last autumn. Denunciations of private persons by secret agents, as well as public authorities, events of well-nigh daily occurrence, and one consequence of these secret reports is that five university professors have been threatened with summary dismissal unless they "bind themselves to mix no more in politi-

> This was the message given to the vice-chancellor of the University Helsingfors on the latter's recent visit to St. Petersburg. Professors, however, cannot be dismissed except on a judgment passed by a court of justice. The indictment against one is that he delivered a series of university extension lectures on constitutional law of Finland. A final decision on the military question, which involves the very existence of the Finnish army as a national institution, is expected before

cal agitation."

NO PLEASURE POSSIBLE

Could Entertain No Company-Il All the Time - A Sad Case With a Happy Ending.

Napanee. Ont., April 8 .- "I have been troubled for over six years with Kidney Disease. The pain was so great I could not endure it. I could not entertain any company. One night I was feeling particularly miserable. I chanced just then to hear of Dodd's Kidney Pills. I decided to try them. I did so, and am completely restored to good health."

This unsolicited statement is from Mrs. John C. Huffman, of this town, a well-known lady. It was made in May, 1896. Mrs. Huffman said, "Before using Dodd's Kidney "Before using Dodd's Kidney Pills, my urine was something terrible and at times very disagreeable to

Today she says: "Yes, I was entirely cured in '96. I have not since been troubled. Every woman should know of this medicine.

A proud record for longevity is held by Clutton, Somerset. Among the present inmates of the workhouse one is aged 98, another 97 and three are while the average age of 15 inmates works out at 871/2 years.

WARRIOR WOES .- Through damp, cold and exposure, many a brave soldier who left his native heath as "fit" as man could be to fight for country's honor, has been "invalided because of the vulture of the home" battle ground-Rheumatism. South American Rheumatic Cure will absolutely cure every case of Rheumatism in existence. Relief in six hours. Sold by C. McCallum & Co.—98.



similar name. Dr. L. A. Sayre said to a lady of the haut ton (a patient): "As you ladies will use them I recommend Gouraud's Cream's is the least harmful of all the win preparations. Also Poudre Subtile removes superfluous hair

without injury to the skin.

FRED. T. HOPKINS, Prop., 37 Great Jones atreet, New York.
For sale by all druggists and Figurey Goods
dealers throughout the United States, Canada

You Can Afford

There are some things you can well afford to skip in your break fast dish of Rolled Oats. The extracting of huli's and specks is the miller's business - some times it seems to be left to you.

A raw tasting paste is (in mistake) sometimes called Rolled Oat porridge. But it is a mistake. By getting

l'illson's Pan-Dried

you have skipped these things. You can afford to for your stomach's

The Tillson Co'y, Limited, who make High Class Breakfast Foods, Tilsonburg.

CLARK & SMITH, Undertakers and Embalmers. Calls promptly attended to day or night. Residence on the premises 113 Dundas St. Phone 588.

LADIES WANTED





Athletes Before and during training one cup of Ceiery King before retiring will be found invaluable to put one in condition. Anyone whose business prevents proper exercise must guard against costiveness and like troubles. Celery King-a purely herbal tea-will give and retain your health. Acts pleasantly and naturally on the bowels. Celery King makes a very pleasant drink before retiring. Celery King is a spring medicine.

25c the Package. Druggists, or the Woodward Chemical Co., 11 Colborne Street, Toronto.