MC2289

POOR DOCUMENT

ANNUAL FREE HEMMING SALE OF SHEETINGS AND PILLOW COTTONS

The very best products of the most reliable English and Canadian manufacturers are to be found here, and they having been purchased some months ago, before the present heavy advance on the raw material, enables us to still sell at the same low prices of last year.

During the sale we will hem all purchases free, which adds to the worth of the values, and the values are unprecedented at the present rate of the cotton market.

The goods in this sale are all fresh and new—the kind you want. They will satisfy the most particular housekeeper and the values are sure to bring a smile of satisfaction to the faces of the economical.

SHEETING

Superior Cotton Sheeting, either plain or twilled, soft round thread, evenly woven, easy to wash, being free from all dressing. 54 to 90 inch.

25c. to 55c. a Yard

PILLOW COTTON

Full Bleached Circular Pillow Cotton, made from selected thread, soft and free from filling, being easy to laundry. 40 to 54 inch.

19c. to 33c. a Yard

TOWELLING

CUP TOWELLING

Pure Linen Cup Towelling, soft and absorbent. 18 to 24 inch.

12c. to 17c. a Yard

ROLLER TOWELLING

Linen Crash Roller Towelling, with white or colored border. 16 to 20 inch.

9c. to 18c. a Yard

Our January Whitewear Sale still continues on second floor, main store.

Our Special Sale of Hamburgs is still running on first floor, main store.

MACAULAY BROS. & CO.

Extra Special for Today

Today, January 8th we offer Four Extra Special Values in

LADIES' FUR AND FUR-LINED COATS

You should not miss this chance to SAVE DOLLARS on RELIABLE FURS.

HAMPSTER LINED COAT, Alaska Sable Collar, was $75.00; now **$42.50**
" " " " " " " 65.00; special **35.00**
GREY SQUIRREL COAT, - - - - " 75.00; " **55.00**
" " " - - - - " 90.00; " **60.00**

D. Magee's Sons, 63 King St.

Co-ro-na Medicator

The Latest Scientific Discovery for the
CURE OF CATARRH
and all Diseases of the Air Passages of the Head, Throat and Lungs
FOR SALE AT

S. H. Hawker's, Prescription Pharmacy Cor. Mill St. and Paradise Row.

VERDICT FOR $1,000 IN AFFINITY CASE

Fredericton, Jan. 7—The Lake George "affinity" case which has been attracting much attention at circuit court, was finished this afternoon when the jury after an hour's deliberation returned a verdict for the plaintiff and fixed the damages at $1,000.

The defendant was charged in the declaration with enticing away the plaintiff's wife, harboring her and with alienating her affections. He denied the allegations but the jury found against him on all four counts. Plaintiff sued for $2,000.

After the verdict had been announced the defendant's counsel applied for a stay of postes, which the court granted.

DOMESTIC TRAINING FOR GIRLS.

(From the London Chronicle.)

The proposal which has been set forth in Germany to compel all girls to undergo a period of training as domestic servants was foreshadowed by George Gissing in the "Private Papers of Henry Ryecroft." "I had far rather see England covered with schools of cookery than with schools of the ordinary kind; the issue would be infinitely more helpful.

Little girls should be taught cooking and baking more assiduously than they are taught to read. . . . Think of the glorious revolution that could be wrought in our troubled England if it could be ordained that no maid of whatever rank, might become a wife unless she had proved her ability to make and bake a perfect loaf of bread."

To Be DYSPEPTIC Is To Be MISERABLE.

Dyspepsia is the prevailing malady of civilized life. It is largely due to gross errors in diet, over-eating, too free indulgence in stimulants and over-taxing the stomach with indigestible food, eating too rapidly without chewing the food sufficiently, indulging in hot biscuits, pastry, pickles, confectionery, etc.

Burdock Blood Bitters has an established reputation, extending over thirty-four years, as a positive cure for dyspepsia in all its forms, and from all diseases arising from it.

Can Eat Anything Now.

Mrs. Herman Dickenson, Benton, N.B., writes: "I have used Burdock Blood Bitters and find that few medicines can give such relief in dyspepsia and stomach troubles. I was troubled for a number of years with dyspepsia and could get no relief until I tried Burdock Blood Bitters. I took three bottles and became cured and I can now eat anything without it hurting me. I will highly recommend it to all who are troubled with stomach trouble."

For sale by all dealers.

Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

PROGRESS IS BEING MADE IN BRAZIL

Since the Revolution Great Strides Have Been Taken By the Natives

"The development of Brazil within the last twenty years since it became a republic has been marvellous," said C. H. Atwell, formerly a resident of that country, but now of New Orleans, at The Belvedere. "But little is known by the average man of that great country, and yet its area is greater than that of the United States and Germany combined. It is a country of magnificent opportunities, and, while great strides have been made in the last twenty years, it is still but on the threshold of its possibilities. It has millions upon millions of acres of virgin soil and forests awaiting the immigrant.

"The increase in population has been rapid since the revolution of 1889. In 1800 there were but 14,000,000 inhabitants; in 1900 there were 17,000,000, and the next census will show at least 22,000,000. These immigrants have worked wonders in the crude agricultural methods formerly in vogue. Now the land is worked by modern machinery and the yield per acre has been doubled. Manufacturers have been started and are now on the high road to prosperity. But, above all, the last years have witnessed a transformation in the natives themselves. From an indolent, careless set, ready at all times to follow the lead of some demagogue who was seeking power, they have become an industrious, progressive, and ambitious people. The days of revolutions are over in that country. The people are too busy with their material development to fight. They are building railroads and opening up their magnificent waterways. From 4,300 miles, when the monarchy was overthrown, the railway system has grown into 11,380 miles, with over 2,000 miles under coastruction. Brazil has also built up a merchant marine and it is growing both in numbers of ships and in the amount of trade carried."—Baltimore American.

THE WOMAN WHO DESERVES.

By JOE CONE.

I would not sing, though I'd been stung,
Of woman with a serpent's tongue.
I fain would turn my gentle muse
Into a more inspiring use
I would not pen a doleful lay,
To bring a moment dull and gray,
But fain would sing, in merry quips
Of woman with the cherry lips.,

Let him who's slipped upon the rung
Sing of the woman's serpent tongue;
Let him who's earned himself the blow
Bring to the world a song of woe.
No serpent's tongue in dreams of mine!
I would a smile in every line;
I fain would sing in rhapsodies
Of women with the laughing eyes.

The woman with the serpent's tongue,
Pray let her be forever unsung,
If she is all the poet tells,
Pray leave her in forgotten cells.
But she who wears the cheerful smile,
Ah! Poetize her all the while,
I fain would give my every line
The woman with the heart divine!

OBITUARY

Philip Hayes

The death occurred at the residence of his sister, Mrs. Annie King, 40 Brook street, yesterday, of Philip, youngest son of the late Philip and Mary Hayes. Deceased had been ill but a few months, and his sudden death came as a shock to his many friends. Two sisters and one brother survive, all of this city. They are Mrs. Annie King and Miss Katie Hayes, and Michael Hayes, employed with the city as a teamster.

Mrs. Walter Fewer

Woodstock, N. B., Jan. 7—(Special)—Mrs. Walter Fewer, who has been ill for some months with cancer of the throat, and who recently returned from the hospital at Philadelphia where she was under treatment, died last night at her home in Williamstown, aged forty-two years. Deceased was Miss Elizabeth Travis, daughter of Thomas and Lucy Travis, of Charleston, this county. Her husband, parents, two children, Gertie and Artie; three sisters, Misses Alice and Agnes Travis and Mrs. Michael White, of Charleston; two brothers, Thomas, at home, and James, in British Columbia, and many other relatives and friends survive to mourn her loss.

The funeral will be held tomorrow morning and the burial made in the Williamstown Catholic cemetery.

Dr. de Van's French Female Pills—the Wife's Friend

A reliable regulator; never fails. While these pills are exceedingly powerful in regulating the generative portion of the female system, they are strictly safe to use. Refuse all cheap imitations. Dr. de Van's are sold at $5.00 a box, or three for $10.00. Mailed to any address. The Scobell Drug Co., St. Catherine's, Ont., or at Christie's drug store.

9,000 THINGS EDISON WON'T DO.

(From the Bookkeeper.)

Mr. Edison is still busy with his new storage battery which he claims will solve the traction question. In his experiments with these batteries Mr. Edison has had men at work for years with a patience unparalleled. More than half a ton of reports on experiments with batteries have been made. Two of his best men had to give up the work because of its unending monotony to save themselves from a nervous breakdown. The work for years with a patience unparalleled, than three years, and more than 9,000 experiments were made without obtaining the results which Mr. Edison wanted. A visitor to whom this was told exclaimed: "Then all those experiments were practically wasted." "Not at all," said Mr. Edison, "I now know 9,000 things not to do."

YOUNG AMERICA WANTED TO KNOW.

"Nero fiddled when Rome was burning, my son."

"Was his violin insured?"

A WINDSOR LADY'S APPEAL

To All Women: I will send free, with full instructions, my home treatment which positively cures Leucorrhœa, Ulceration, Displacements, Falling of the Womb, Painful or Irregular Periods, Uterine and Ovarian Tumors or growths, also Hot Flashes, Nervousness, Melancholy, Pains in the Head, Back, Bowels, Kidney and Bladder troubles where caused by weakness peculiar to our sex. You can continue treatment at home at a cost of only about 12 cents a week. My book, "Woman's Own Medical Adviser," also sent free on request. Write to-day. Address Mrs. M. Summers, Box 208 Windsor, Ont.

BETTER STREETS FOR ST. JOHN

Board of Trade, on Bridge Question, Wants More Facts About Cost

BIG MEETING

Matter of Proposed Sale of Carleton Wharves to C. P. R. Not Reached—Business Men State Their Views on Important Matters

The board of trade yesterday afternoon at a very largely attended and representative meeting, considered the questions of permanent street work and the proposed harbor bridge.

The board unanimously decided in favor of the recommendation for permanent street work as made by the board of works and passed a resolution to this effect.

On the harbor bridge plan, the board with almost equal unanimity decided that it was not advisable at present to submit the question to a plebiscite, and that before such action should be taken a more definite estimate of the cost should be furnished by construction companies actually engaged in bridge work, and by the report of a commission or some such body appointed to consider the question of land damages.

The consideration of these two questions occupied all afternoon, and the board adjourned without touching the question of the proposed sale of the facilities at Sand Point to the C. P. R.

The meeting, as stated, was very largely attended, there being more than 125 members present.

President Estabrooks announced that although the meeting was the regular one for January it was especially called to consider matters mentioned on the notice card.

George E. Barbour resigned as a member of the council of the board and F. H. Flewelling was elected in his stead.

W. H. Golding, H. C. Page, L. P. D. Tilley, The Daily Standard, C. H. McDonald, George McArthur and Joseph T. Knight were elected members of the board.

Permanent Streets

The discussion on permanent street work was opened by W. E. Foster. He pronounced himself as heartily in favor of permanent street work and briefly reviewed what the board of trade had already done in this connection. The matter of permanent paving should be supported by all citizens if it did not make necessary too large an expenditure at one time. In other cities, towns and villages in Canada permanent streets had been laid down and in many cases part of the cost had been borne by property owners whose property fronted on the streets so paved and the balance of the cost was met by bond issues. In cases where the street railway used the streets the railway sometimes paved the streets between the rails and for a certain distance on each side. When they did not do this they contributed $1,000 a mile to the cost of the paving and $250 per year for its upkeep. In Montreal neither of these plans were adopted, but the sum was raised out of the general assessment. In St. John he believed the permanent streets cost should be met by a bond issue. He had prepared a resolution bearing on the matter in general terms.

The resolution was as follows:

"Whereas this board has, in the past, frequently urged the importance to the business community of improved street construction, and as it now seems to be generally conceded that the time has arrived when a programme of work along that line should be undertaken by the city; therefore

"Resolved, that this board regards with satisfaction the action recently taken by the board of works of the city council recommending a commencement during the present year of more permanent work in the paving of city streets, and wishes to express the hope that such action may be regarded as only the initial step in the inauguration of a broad and comprehensive scheme of street improvement to be carried forward as rapidly as the resources of the city will permit, a scheme that will provide within a few years pavement of a suitable character for all the important streets of the city, for we believe that no other public work is so urgently needed at the present time and that in no other way can money be more profitably expended in the city's interest.

"This board further wishes to express the hope that in adopting any such scheme of street improvement the most careful consideration will be given after thorough investigation to the character of pavement best suited to meet the conditions affecting each portion of the work to be undertaken, so that in all cases the class of pavement selected will be that which is best adapted to the circumstances.

"And further resolved, that the secretary be requested to forward a copy of this resolution to the city council."

W. F. Burditt seconded the resolution. He had been a persistent advocate of permanent streets for years and he was glad to see that there was now a possibility of St. John securing such a vast improvement. The time seemed especially ripe for there was an air of hopefulness abroad and he had every belief the work could now be put through. The work should be of a permanent character and although it would mean increased taxation it should be carried through. He hoped some scheme would be devised which would be of lasting benefit without a very heavy increase in assessment but even if permanent street work did mean an increase of 15, 20 or 25 cents in the assessment it would be money wisely expended. St. John citizens talked of booming the city by publicity but bad streets were a very poor advertisement to strangers. It had een said that the civilization of a place could be guaged by the condition of its streets and highways. How would St. John compare with other cities in this regard? Halifax had much better streets than St. John, Amherst had bitulithic paving the whole length of its main street and Fredericton could also show an example in this regard. Ottawa had seventeen miles of paved street, Hamilton fifteen and Brantford a large section. Looking over the recommendation of the council he doubted if granite block paving would be the best for Main street. It had been agreed by authorities that it was the best paving for street where there was heavy traffic and contiguous to docks, freight sheds, etc., but it was not so good for a retail street because of its noise and roughness. Vitrified brick was a better paving for retail streets such as Main street. It would not be so noisy and would be smoother. Some of the money the first year might be expended on some of the more central streets such as Charlotte street or Union street.

President Estabrooks asked for a free discussion of the whole matter.

H. B. Schofield called attention to a statement of Ald. Frink that permanent streets to the extent of $79,000 or $80,000 could be constructed this year without an increase in the city debt as debentures to that amount were maturing and would be retired. If this were so it was a most opportune time to begin. He thought the first thing for the city to do was to secure the services of some official who had had experience in street paving. The sum of about $70,000 a year was spent in repairing streets and this had to be done every year. Permanent paving would save much of this. As to the streets to be paved first he did not think the board of works had made the best selection. He favored Charlotte street from King to Union, Prince William street from King to Princess or Duke and Dock and Mill street from the Market square to the Union depot.

Mayor Bullock

Mayor Bullock said some members of the common council did not seem to be in favor of permanent streets even if they got them for nothing. The selection of streets to be paved could very well be left to the council and the city engineer and he advised the members of the board not to interfere with the streets selected. The paving was all of the same kind and the job could be more cheaply done if done all at once instead of piecemeal. He then read an estimate of the cost as follows: Main street, $15,000; Pond street, $34,000; Smythe street, $16,000; Nelson street, $12,000, and Water street, $9,000, or a total of $86,000. The whole of the bonds maturing this year could not be entirely wiped out but there would be a reissue. By means of this $2,000 a year would be saved. During the past ten years $50,000 had been expended on street work in patching, etc. The council would have $4,000 available this year and it would only be necessary to provide an additional $2,400 to raise $80,000 for permanent work. This would mean an increase of one cent in the rate. As for the future, he thought that would provide for itself. The work would prove so successful that citizens would be highly pleased with it. In 1911 debentures to the extent of $397,500 will mature, there is $150,000 to meet this and consequently the city is in a position to expend $80,000 per year for permanent streets for the next three years. In reference to the resolution he did not think the passage of the last section would help the matter any.

J. E. Wilson, M. P. P., said that before permanent pavement is put down on any street they must be sure as to the condition of the water, gas and sewer pipes..

Ald. Vanwart said he was in favor of permanent paving but it should not be put down until the city had the money to pay for it.

Ald. Potts said that before permanent paving could be considered the city must give attention to its water supply. If three factories come in each taking as much water as the city proposes to give to the sugar refinery the water service would not stand it.

T. B. Robinson agreed with Ald. Potts that attention must be given to the water supply before permanent paving is taken up.

Ald. J. A. Likely said he would like to see an addition to the resolution providing how the work should be paid for, whether from the general assessment or that property owners on the streets to be paved should contribute. He moved in amendment that the property owners on both sides of the streets to be paved should contribute half the cost of the paving.

Ald. Scully said that in thoroughfares where there is heavy traffic it would hardly be fair to ask property owners there to pay a proportion of the cost.

W. E. Foster said he would oppose the amendment as it was a matter for the council to work out.

Ald. Hayes also opposed the amendment.

The motion was carried.

Harbor Bridge

The next question taken up was that of the harbor bridge.

W. H. Thorne opened the discussion. He had given considerable thought to the question. Citizens felt they had reached the limit in the way of taxation and any further improvements which would increase taxation must be those from which immediate benefits will be secured. It had been said that the ferry service was not satisfactory and that there were serious congestions of traffic. He had investigated these and found that in only one case the congestion was due to the ferry. As to the cost of the bridge, he was inclined to believe that the estimate of $1,500,000 would not be out of bounds. The bridge structure proper would be 2,600 feet long and it would require a deep water pier. The Cantilever bridge without facilities for passengers of electric cars cost about $350,000 to $400,000 and the harbor bridge was twice as long and more expensive. As to land damages he did not believe the estimate of $21,000 would come anyway near covering it. He thought it would be nearer $250,000, as the experience had always been that land damages were heavier than estimated. This had been found in the Cantilever bridge. The next question to be considered was how the bridge would be used. The dominion government had expressed a willingness to pay one-third of the cost as the bridge would be a very important connecting link for the I. C. R. If the I. C. R. needed it badly the dominion government could build it alone and bear the whole cost. He had assurances that the C. P. R. did not want the bridge and that the St. John Railway Company would not use it. There had been statements that the upkeep of the bridge would cost about $10,000 per year. Assuming that it could be built for $750,000 and the city's share would be $250,000, the interest on these bonds at four per cent. would be $10,000, sinking fund would consume $5,000 more and labor and repairs $10,000 per year, or in all a charge upon the city of $25,000 per year, for which there would be no adequate recompense.

He then moved the following resolution:

"Resolved that in the opinion of this meeting it would be unwise to submit any proposition relative to the construction of a bridge across Navy Island to a plebiscite until the cost shall have been obtained as nearly as possible by means of estimates to be made by construction companies engaged in this class of work, and by means of the report of a commission, or body, appointed with power to fix the amounts to be allowed as land damages.

"And further resolved, that the secretary be instructed to send a copy of this resolution to the common council."

W. H. Barnaby seconded the resolution. In doing so he said he was not opposed to the idea of a harbor bridge but he thought the present time was inopportune to urge it.

Ald. Scully

Ald. Scully said he hoped a snap verdict would not be reached at this meeting. The movement for a bridge was not of recent origin but was really one of the conditions on which Carleton entered the union. At that time the people of the west side had been promised a harbor bridge but had never received it. He hoped now that no private influence would be brought to bear in opposition to it. He then told of what had already been done in the matter from the appointment of the civic committee down to the time when Engineer Holt had been engaged to make a report. The bridge was a necessity but he judged from the tone of some of the speakers that a verdict could be reached there which would go a long way toward killing it. An I. C. R. man had told him that the Intercolonial in four months had sent 400 cars to the west side over the Cantilever bridge and brought 300 cars back. The cost had been $12 per car, so the I. C. R. would certainly find it profitable to use the bridge. It would also be a great boom to the west side. At present the fact that the west side was practically tied up to one railway acted as a great deterrent upon industries locating there. Mr. Durant had objected to this when urged to locate his sugar refinery on the western side of the harbor. In answer to the argument that the St. John Railway Company would not use the bridge if it were built Ald. Scully pointed out that 1,750,000 people crossed the ferry annually and the railway could hardly refuse to use it when there was such a volume of possible business to be secured. In answer to the question of excessive land damages he said that there was a misapprehension. Much of the land at the eastern approach to the bridge was owned by the government, Navy Island owned by the city and government and on the western side much of the land was owned by the city. The minister of railways had said two years ago that it would not be wise to have private corporations interested in the bridge but urged that it should be controlled by the city and governments and in time he thought it would be self-sustaining. He thought it should very well be submitted to the people. Another argument in its favor was that its construction would increase the value of land in the west side and as the city owns much land there now the grant toward a bridge would increase the value of their own holdings.

John E. Wilson, M. P. P., thought the contributions toward the bridge should be based upon the amount of benefit derived from it.

W. H. Barnaby said the resolution did not deal with the merits of the bridge but merely with the amount of money available for it and if the expenditure would be justified.

Ald. Potts said the ferry committee had about decided to run two boats five hours a day in order to accommodate the increased business from Sand Point.

F. W. Holt said the figures he had prepared for the bridge would be found very nearly correct. Land damages would not be nearly as heavy as in the case of the Cantilever bridge where they had two miles of land damages as against 900 feet in this case.

The resolution was then put and carried and the meeting adjourned.

The great trouble with a good many people who act according to their lights is the bad illumination.

Do You Realize What an Important Work the Kidneys Do?

Do you know that every drop of your blood goes to the kidneys hundreds of times every day? Do you know why?

To be filtered and purified from its impurities. That is the great work the kidneys have to do. They filter the blood. Then these impurities go to the bladder and are passed out of the body along with the urine.

Do you think it possible for you to be well, unless the kidneys do this work thoroughly?

It is these impurities—this unfiltered blood—that causes backaches, headaches, rheumatism, diabetes, Bright's disease, etc. They poison and interfere with the whole system.

If you have any kidney trouble let Doan's Kidney Pills do for you what they have done for thousands of others. They cure all forms of kidney trouble, and they cure them to stay cured.

Mrs. Maurice Doiron, Charlottetown, P.E.I., writes:—"I was troubled with my kidneys for five years. They were so bad at times that I could not cross the floor for the pain. I went to a doctor, but he did me no good at all. I sent to the druggist and got five boxes of Doan's Kidney Pills, and I am glad to say that after taking them I was cured. I have had no trouble for nearly three years now."

Price 50 cents per box or 3 for $1.25 at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

In ordering specify "Doan's."

The People Are Attending The Dissolution Sale

WILCOX BROS.,
Dock Street and Market Sq.

Great Reduction Sale of Fancy China and Glass

We Will Sell at Half Price Many Articles to Clear Before Xmas

FRUIT DISHES, regular price 30c., reduced to.. .. ..15c.
TEPLITZ ORNAMENTS, regular price 50c., reduced to.. .. ..25c.
BISCUIT JARS, regular price 60c., reduced to .. ..35c.
TOBACCO JARS, regular price 80c., reduced to.. .. ..50c.
CHINA CAKE PLATES, regular price $1.50, reduced to.. .. ..75c.
CHINA WALL PLACQUES, regular price $1.75, reduced to.. .. .. ..$1.00
JARDINIERES and VASES, regular price $2.75, reduced to.. .. .. ..$1.50

W. H. Hayward Co. Ltd.
85, 87, 89, 91, 93 Princess St.

"A THING OF BEAUTY AND A JOY FOREVER."

Diamonds and other Precious Gems

Fine Jewelry, Watches, Clocks and Silverware

GIFTS AND REMEMBRANCES.

For Ladies Wear		*For Gentlemen*	
Chains,	Sprays	Albert Chains	Bosom Studs
Bracelets	Crescents	Double Vest	Society Emblems
Necklets	Stars	Curb Chains	Watch Charms
Lockets	Sunbursts	Ribbon Fob	Fob and Seal
Brooches	Love Knots	Scarf Pins	Key Rings
Barpins	Beautypins	Sleeve Links	Fountain Pens
Lacepins	Chatalines	Shirt Buttons	Ink Wells
Hatpins	Mesh Bags	Cuff Holders	Match Boxes
Collarpins	Purses	Tie Clips	Safety Fastenings

And an endless variety of Watches, Rings, Silverware, Toilet Sets, Manicures, Field, Opera, Eye Glasses, Spectacles.

All warranted to give satisfaction and offered at most reasonable prices

Yours Respectfully,

W. Tremaine Gard, *Goldsmith and Jeweler 77 Charlotte Street*

WASSON'S
STOMACH TONIC
For Indigestion 45c & 75c Bottle

MONEY BACK IF YOU RECEIVE NO BENEFIT

The Drug Store 100 King Street **CHAS. R. WASSON**

Why Cough

Ask your doctor if all coughs are necessary. If not, then why cough? Ask him about Ayer's Cherry Pectoral. J. C. Ayer Co., Lowell, Mass.

Stop coughing! Coughing rasps and tears. Stop it! Coughing prepares the throat and lungs for more trouble. Stop it! There is nothing so bad for a cough as coughing. Stop it! Ayer's Cherry Pectoral is a regular doctor's medicine for coughs and colds.