

Severe Headaches and Pains in the Back

Resulted From Deranged Kidneys and Constipation of the Bowels.

It is in vain to try to regulate and restore the healthful action of the kidneys until the liver and bowels are set right.

And just here is where so many kidney medicines fail. Kidney derangements almost invariably begin with constipation and torpidity of the liver. The whole work of filtering the blood is thrown on the kidneys, and in time they fail to stand the strain. The poison in the system gives rise to severe headaches, pains in the back and tired, depressed feelings.

Because they act directly on the liver and bowels, as well as on the kidneys, Dr. Chase's Kidney-Liver Pills are eminently successful in the treatment of kidney derangements.

Mr. William Loney, Marysville, N. B., writes:—"I am glad to recommend Dr. Chase's Kidney-Liver Pills to anybody who is suffering from kidney trouble or constipation. I suffered

for a long time from kidney disease and pains in the back, but have found that by using one pill a week the kidneys and bowels are kept in good order, and I do not have any more pains in the back or head like I used to have. I was also a great sufferer from piles, and could get no relief until I used Dr. Chase's Ointment. This ailment is entirely cured now, but we always keep both the pills and the ointment in the house for use when they are needed."

This statement is endorsed by Mr. F. Saunders, Town Marshall, who writes that Mr. Loney's letter is true and correct.

Dr. Chase's Kidney Pills, one pill a dose, 25 cents a box, all dealers, or Edmanston, Bates & Co., Limited, Toronto.

Remember that imitations only disappoint. The genuine bear the portrait and signature of A. W. Chase, M. D., the famous Receipt Book author

LONDON GOSSIP.

LONDON, Oct. 23, 1916.
A LADY OF QUEEN VICTORIA'S COURT.

Lady Ponsonby, who has just died at Ascot, the famous high-class residential and racing center just outside London, was one of the three survivors of Queen Victoria's Court. Miss Stopford, who was a Maid of Honour with Lady Ponsonby, is still living, and so is Miss Phillips, who did much of Queen Victoria's secretarial work, and who has rooms in Kensington Palace. Lady Ponsonby had one of the "apartments" in St. James's Palace. These "apartments," of which there are eight, are really separate houses, nearly all of them with an entrance in the Ambassadors' Court. They are very much sought after, having good rooms, and the privilege includes coal and lighting. Lady Ponsonby had a strong individuality, which remained to the last unaffected by the compromises of palace life and the dominance of Queen Victoria. It was, perhaps, more natural than many people thought that Mr. Arthur Ponsonby, the Radical member of Parliament for Stirling Burghs, who was brought up in a palace, should have taken the strong independent line that he has followed. Another son is Sir Frederick Ponsonby, the Keeper of the Privy Purse, who is now engaged in writing a history of the Grenadier Guards, with which he served.

HUGE SHIPPING "COMBINES."

Since the formation of the "Morgan Combine" fourteen years ago, the movement in the direction of huge shipowning enterprises has steadily grown. Sir John Ellerman was one of the first to take a hand in the business, and it is not surprising that he should now be responsible for what, at the current value of tonnage, will probably be the most extensive "deal" in the history of the industry. Exactly what he is paying for the Wilson Line is not known, but it is almost certain that the sum will largely exceed the £5,173,572 drawn in April, 1912, by Sir Owen Phillips, M.P., for the bulk of the ordinary shares in the Union Castle Line and the goodwill of Messrs Donald Currie and Co. The policy of centralisation is gradually being adopted here, and, apart from the Peninsular and Oriental, British India, Cunard and White Star Lines, British shipping, roughly stated, is now divided into three main groups, representing the Phillips, Ellerman, and Furness interests, which do not, however, conflict to any serious extent. On the other side of the North Sea also this tendency in the direction of consolidation has been pronounced for some years and efforts are now being made, I learn, to amalgamate the Hamburg-American Line and the Norddeutsche Lloyd. To promote trade after the war there is, indeed, likely to be a very large combine of German shipping and industrial concerns.

A WAR TIME LUXURY.

The other evening a London youth—he could not have been more than 15

or 17 years old—came in working clothes oil-stained and distinctly shabby, settled himself comfortably in the corner of a first-class compartment of a London suburban train, extracted a cigarette from an elegant case, lit it with the nonchalance of a confirmed smoker, and taking an evening newspaper—a penny paper, by the way—from his pocket, fixed his attention upon the day's war telegrams. His companions, elderly, well-groomed city men, elevated their eyebrows as a sign of their astonishment. He was not "one of them," and they mentally prophesied that when the ticket examiner paid his customary visit the "intruder" would be bundled out. The official arrived just as the train was about to move off, and in response to his "all tickets, please," the youth, without taking his eyes from off his paper, handed forth for inspection—not, as probably all the other occupants of the compartment expected, a third-class ticket, but a first-class season. The inspector after one glance of amazement at the young "aristocrat" hurriedly departed, with no more than a perfunctory survey of the other "seasons." As for the youth himself, he evidently enjoyed the joke. He chuckled audibly at the discomfiture of his fellow travellers.

THE BLACK LIST IN OPERATION.

According to all accounts it is becoming increasingly difficult for firms of enemy origin or sympathizers in neutral countries to carry on overseas trade. For some time their chief efforts have been made on the New York River Plate route, but I hear as a result of the British ships' black list they are not finding it easy to obtain steamers. No shipping companies of any standing will now in fact, provide them with accommodation for their goods. Now I learn special attention is being given to the control of the supply of British coal to steamers trading in the interest of firms of enemy association. Such vessels find themselves unable to obtain bunkers at the world's chief coaling-stations, and their movements are likely to be curtailed. Not many weeks ago a Norwegian vessel under charter to a suspected firm in New York called for fuel at Bermuda, so that she might proceed to Baltimore. That was refused, and it was not until after a nineteen days' wait that she secured a supply outside the three-mile limit from a New York tug which had been sent by the charterers.

GOOD PUBLISHING.

The autumn publishing season in London is showing more liveliness, not to say prosperity, than had been expected. The good news from the Hamburg-American Line and the Norddeutsche Lloyd. To promote trade after the war there is, indeed, likely to be a very large combine of German shipping and industrial concerns.

The three words that tell the whole story of a perfect cup of coffee, from plantation to breakfast table—
"SEAL BRAND" COFFEE.

In 1/4, 1 and 2 pound tins. Whole—ground—pulverized—also fine ground for Percolators. Never sold in bulk.
CHASE & SANBORN, MONTREAL.

Like a Tale From a Book

SHORTAGE OF ARMY NURSES.

The Departmental Committee appointed under the chairmanship of Mr. Bridgeman, M.P., to consider the existing system of obtaining nurses for the hospitals for sick and wounded soldiers at home and abroad has begun its investigations, and has decided to call evidence in the near future in regard to the shortage of nurses, which has led to the anxiety. This shortage already has reached in a very marked degree upon the supply of nurses usually obtainable by the various Poor-Law authorities throughout the country, with the result that in more than one London infirmary it has been decided to promote senior probationers. These, and cognate matters, will be fully enquired into by the Committee, which includes Lord Knutsford, of the London Hospital, and Sir Frederick Treves.

WORK AT THE LAW COURTS.

Old frequenters of the Law Courts say that they have never seen the sittings open so quietly as they have done last week. The corridors seemed almost to be deserted. This week, however, business has been quickened. There is no falling off in the volume of visible litigation. Last year 163 cases were entered in the cause list at this time. Now the number amounts to 1685. The distribution of work has undergone considerable changes. Arrangements, which had formerly been rather heavy in the Court of Appeal, have been almost wiped out. But the number of actions originating in the King's Bench Division has increased by a hundred, which means that more cases on the Common Law side are being brought than at this time last year. The Prize Court also shows no signs of exhaustion. Two years ago it began its work of condemning enemy ships and cargoes intercepted at sea, and I hear that its labors are not nearly completed.

THE MANNERS HOSPITAL.

As was anticipated the hospital into which the Duchess of Rutland has converted the family mansion in Arlington Street, London, is proving a great success. It may not be generally known that her first idea had been to use a French chateau near Pottsgen for the purpose, but the Duchess found this impracticable. No. 18 Arlington Street, however, has proved ideal for the purpose. The ballroom is now filled with beds, and there is a ward overlooking Green Park, decorated in white and blue, which has a delightful sunny balcony. Lady Diana is finding that her training at Guy's stands her in good stead. She is the life and soul of the institution, which, however, is staffed with qualified nurses. Lady Elcho also helps in the wards.

A GREAT EDITOR.

W. H. Mudford's death at the age of 78 comes as a reminder that there were strong men before Agamemnon. The late editor and manager—for he continued both offices—the "Standard" was almost unknown to the present generation, but to its fathers he represented a power in the land. There were other London editors of high reputation—Sir John Robinson, for instance, at the "Daily News" had made more than one score—but the "great editor" of the eighties and nineties was W. H. Mudford. The policies of his paper were uncompromising, but it was not that which gave the "Standard" its reputation. Mudford was both a born and a trained journalist, and had every detail of the trade at his fingers' ends. His ideals were accuracy and completeness, and his means towards those ends were vigilance and enterprise. He never stinted money but he also never wasted any. He built up the news services of his paper, and especially the foreign news, until it was the best-developed organ in England. Undoubtedly the chief factor in his success was that he had a free as well as a strong hand. By the will of the proprietor of the paper, who died in 1878, Mudford was left absolute control until his voluntary resignation. Perhaps the best tribute to him is the way in which old pressmen look back to his reign as representing the golden days of journalism, when a post on the "Standard" was looked on as a prize. "He would have none but men who would do good work," it was said of him, "and having got them he relied upon them, and treated them with a consideration that made them the envy of all Fleet Street, London." He retired from his work in 1900. People at the time were talking of "the new journalism," the chief exponents of which were T. P. O'Connor and Stead. Also "Tit-Bits" had appeared, but none apparently had realised that it was the portent of a still newer journalism yet unborn. From his comfortable hermitage on Wimbledon Common Mudford must have watched with curious interest the London newspaper developments of recent years.

Mudford's Lament Cures Diphtheria.

Like a Tale From a Book

The Man Who Won Back His Reputation—A Hero on the Somme.

Here is a story of real life which might have come from a book. In October, 1914, Lieutenant-Colonel John Ford Elkington, when serving with the Royal Warwickshire Regiment, was court-martialled and cashiered—that is to say, he was dismissed from the Army.

Unable to serve again with the forces with which he and his father before him had always been associated, he went to France and joined the Foreign Legion. Now, the Foreign Legion is a force of which we often read in novels but seldom encounter in real life. It is for the most part the legion of the lost ones, men of all nationalities and all social ranks and callings, who have failed in life, or met with disappointment, and seek oblivion in the battles waged by one of the most famous and romantic of all the French forces. In this legion of many nationalities the ex-colonel enlisted as a private, and fought with extraordinary bravery in Alsace, in the Vosges, and in Champagne.

His undimmed valour attracted the attention of his officers, and when at last, after almost superhuman fighting, he was laid low with a shattered leg, his record was such that, unknown private though he was, he was awarded the French Military Medal and the Cross of War with palms. For ten months he lay in hospital, sorely wounded, expecting to finish his career maimed, a poor private in a French regiment. But the story of his magnificent atonement travelled to England, and, to the great delight of everybody, Private Elkington is Lieutenant-Colonel Elkington again, back in the Royal Warwickshire, one of the terrific regiments which have been carving new paths to glory on the Somme.

General Gordon's Prophecy

It is dangerous to prophecy, but General Gordon was not far wrong about Germany. It was just a generation ago that he wrote these prophetic words to a friend:

Every Briton should think of the future of his country, and cause each one to insist on the Government passing a measure for compulsory universal military training. So far as England is concerned, she need not, for the next quarter of a century, be under any apprehension of serious difficulties arising with any of her European neighbors, but in 1910 or thereabouts there will have arisen a naval Power which may prove mightier than she; and should she—Germany—gain the supremacy, England will become extinct, both as a sea and a land Power, and all her dependencies, including India, will fall into Germany's clutches. You may live to see this; I shall not; but when the time comes remember my words.

T. J. Edens

By a.s. Gradina:
200 lbs. WAGNER APPLES.
100 lbs. KING APPLES.
Get a barrel now, the price will be much higher later.

California Oranges and Lemons.
Jamaica Oranges.
Bananas.
20 cases Valencia Onions.
30 bags American Onions.

FAMILY MEAT. PORK.
NEW YORK CORNED BEEF.
50 sacks CARROTS.
50 sacks PARSNIPS.
20 sacks BEETS.
20 cases FRESH EGGS.

By a.s. Durango:
35 cases Hartley's Jams.
10 cases Hartley's Marmalade.
English Marmalade Pans—in tins.
French Pans—in tins.
Castor Oil.
Rose's Lime Juice.

Bakeapples—in tins.
Blueberries—in tins.
Chicken—in 1 lb. tins.
James' No. 1 Salmon.

Don't forget
BULLDOG TEA, 45c. lb.
5 lbs. for \$2.00.
100 bunches Carrots, 12 large
Carrots to bunch, 15c.
100 pairs Fresh Rabbits.

T. J. EDENS.

Duckworth Street and
Military Road.

Ladies' and Children's UNDERWEAR, Fleece Lined and Knitted Wool.



LADIES!
Cream Fleece Lined Vests and Knickers,
40c. per garment.
White Fleece Lined Vests and Knickers,
45c., 60c. and 65c. per garment.
Cream Knitted Unshrinkable Wool Vests
& Knickers, 80c. & \$1.00 garment.
Superior quality fine unshrinkable Wool
Vests and knickers, \$1.95 garment.

Child's and Misses'
Infants' Cream Wrappers, sizes 1 to 4... 27c.
Child's Cream Fleece Vest and Knickers,
16 to 28 in. 19c. to 31c.
Child's and Misses' Cream Fleece Vests
and Knickers, to fit 4 to 16 years,
39c. to 45c.
Infants' Long Cream Flannelette Skirts, 45c.
Child's & Misses' Cream Flannelette Skirts,
to fit from 3 to 12 years . . . 45c. to 85c.

Divided Skirts!
Ladies' Heavy Grey . . . 60c.
Misses' Heavy White, 20 to
28 in., 42c. to 53c.
Misses' Heavy Grey, 20 to 28
in., 60c. to 75c.
Special Job Line Ladies'
Heavy Cream Flannelette
NIGHTDRESSES,
extra value,
\$1.75.

STEER BROTHERS.

Maid's Uniforms!

Isn't it a real pleasure to have a Maid of such neat appearance show in your visitors on "At Home" day? The Henry A. Dix Sons Agency is at your service with a complete line of Dress-
es, all sizes, 34 to 44, for morning and afternoon wear, in shades of Black, Blue, White and Grey. The Dix make label on every garment.



<p>Sister Dora Caps, 20c. to 40c. each.</p> <p>SISTER DORA COLLARS, 19c. each.</p> <p>MAIDS' WHITE APRONS, 30c. to 90c. each.</p> <p>TEA APRONS, 25c. to 75c. each.</p> <p>COVERALL APRONS, 45c. to 90c. each.</p> <p>DUST CAPS, 15c. each.</p> <p>BOUDOIR CAPS, 67c. and 80c.</p> <p>Prettier Boudoir Caps than these are not made.</p>	<p>Belding's Stamped Irish Linens!</p> <p>Pillow Cases 40c. Nightdresses 85c. Guest Towels 75c. to 90c. Bureau Cloths 75c. to \$1.25 Sideboard Cloths 75c. to \$1.25 Tea Cloths 85c. to \$2.45 Carvers 55c. & 80c. Centre Pieces 20c. to 60c. Belding's Lustre Cotton. Belding's Padded Cotton. Hoops, Stillies, &c.</p> <p>QUEENSWAY HAIR NETS, 15c. each. Special hand meshed edge; no pins, no ends, no worry.</p>	<p>Kleinert's Dress Shields</p> <p>assure perfect dress protection; are made of light materials, cool and comfortable; can be washed and ironed.</p> <p>Featherweight . . . 25c. to 40c. pr. On and Off 35c. to 47c. pr. Double Gem 35c. to 50c. Brasserie Garment Shield, 67c. pair.</p> <p>Also KLEINERT'S Sung-St Baby Pants, 34c. to 65c. Waterproof Bibs 5c. to 22c. Sev-on Suspenders, 18c. to 35c. Tourist Cases 15c. to 75c. Sanitary Aprons . . . 18c. to 65c. Sanitary Belts 28c. each Bathing Caps 45c. to 60c.</p>
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BISHOP SONS & CO., Limited.

PHONE 484.
MAIL ORDERS RECEIVE CAREFUL CONSIDERATION.

HERRING PLENTIFUL.—Herring are reported plentiful in deep water at Bonny Bay and Bay of Islands.

QUICK AND EASY.—The Giant Junior Safety Razor, 225,000 sold to the soldiers on the Western front; 50c. with 7 blades; extra blades, 40 cents per dozen, or 3 for 10 cents. CHESLEY WOODS, 232 Duckworth St., head McBride's Hill. Sole Distributor. Wholesale only. For sale at advertised stores.—oct16,17

From Cape Race.
Special to Evening Telegram.
CAPE RACE, To-day.
Wind N.W.W. fresh, fine and clear; S.S. Terra Nova and a few schus passed in yesterday evening, and a schooner this morning. Bar. 29.50; ther. 30.

SHIPMENT OF RABBITS.—The local market was well supplied with rabbits to-day, a large consignment of them having arrived by last evening's express from the interior of the country.

LOADS FOR MEDITERRANEAN.—The S. S. Harbora is now due here from Barry. She will load fish for Mediterranean ports.