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POOR DOCUMENT

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There comes a time when your grip on things weakens. Your nerves are unstrung, the vital forces low, the stomach is weak and the blood impoverished. You feel old age creeping over you. Be careful of yourself. Take

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at once; there is need to renew the life forces. Weak nerves, wearied brains, sick stomach, feeble blood, torpid liver, sluggish bowels—all feel the quickening effects of Beecham's Pills. Their use makes all the difference. The tonic action of these pills upon the vital organs is immediate, thorough and lasting. They are Nature's own remedy

For Run-down Conditions

Prepared only by Thomas Beecham, St. Helens, Lancashire, England. Sold by all Druggists in Canada and U. S. America. In boxes 28 cents.

INTERESTING RELIC HELD HERE, SAYS BANGOR PAPER

British Coat of Arms Carried From Boston In Revolutionary Days, By Loyalists Who Founded City

(Bangor Commercial.)

Perhaps few Americans know that an interesting relic of the Revolutionary War is carefully and pridefully preserved by the citizens of St. John, New Brunswick; yet there it is, and no amount of money could induce our Canadian cousins to part with it.

This attachment on their part, however, is not due to love of us and joy in our independence. Of course it all happened a long time ago and there's no hard feeling now, and all that sort of thing; but no one can be in St. John long without being reminded or informed that it is, with capitals, the City of the Loyalists.

The loyalists were the real founders of the city. Twenty shiploads of them, 3,000 persons in all, landed there May 18, 1783, and "began with givor to build a city." They came from Boston and other New England towns. Some of them believed in the ultimate success of the British arms, and perhaps wanted to be on the winning side. Most of them though were sincerely loyal to England, either from belief in a monarchial form of government or from plain love for the old country.

Their loyalty in that day and generation went by another name in the colonies which were struggling so desperately toward independence, and Tories were as unpopular in Boston then as Copperheads were north of the Ohio in 1863. Hence their departure in 1783 to found a city where patriots would cease from troubling and a loyalist might rest.

One of these departing groups carried away with them an object of veneration to them and of something like execration just then to their fellow citizens. This was the British coat of arms, carved in wood, which had hung in the council chamber of the old State House at Boston before the revolt of the colonies. It was taken first to Halifax and later to St. John.

This is the relic which is still treasured by the descendants of the loyalists. It is excellently carved from a single block of wood and is about three feet square. It is decorated in the correct colors and gilding, and aside from its historic significance, is an interesting specimen of eighteenth century workmanship.

When the coat of arms was rescued from the hands of the rebellious Bostonians its romantic career was by no means finished. From Halifax it was sent to St. John and given into the keeping of Trinity church. It was placed above the main entrance of the inside of the building, a position it has occupied in five successive edifices.

During that time it has had its adventures—some of them very exciting. The first church building was small and was erected in 1784, the year after the loyalists founded the city. It was soon outgrown, and the coat of arms found a new resting place in a second church building, still referred to as Old Trinity, erected in 1791 and consecrated the next year.

The west end of this building, the end containing the coat of arms, was destroyed by fire in 1849, but the cherished wooden carving was saved and was restored to its old position when the church was rebuilt and enlarged in 1854. Thirteen years later this edifice too was burned in what is called the great fire. This time the coat of arms was in imminent danger of being destroyed, but a Mr. Hazen, a descendant of the Hazen family which emigrated from Newburyport, Mass., rescued it.

The fifth move of the trophy was the present large stone building of Trinity church, where it has remained almost undisturbed for 30 years. The break in its repose was when that end of the nave was remodelled by the introduction of new panelling and a canopied bust of Queen Victoria in honor of her first jubilee in 1887. At present the coat of arms is directly over the central doorway and directly beneath the white marble bust of the late queen.

The St. John people are mighty proud of their treasure, and apparently the Americans who visit the church to look upon the relic do not begrudge them its possession, so everybody is happy. The loyalists have what they wanted and the Americans got what they were fighting for, so today the St. John folks look at the coat of arms tenderly, thinking of what it means to them, and the Americans look at it with a half smile of wonder, thinking of what it did mean once to their fathers, and then they both, the St. John folks and Yankees, ask each other what effect the tariff bill is going to have on the lumber situation, and they forget promptly about that particular piece of wood carved into a semblance of a lion and unicorn.

$3.50 Recipe Cures Weak Men---Free

Send Name and Address Today—You Can Have it Free and Be Strong and Vigorous

I have in my possession a prescription for nervous debility, lack of vigor, weakened manhood, failing memory and little back, brought on by excesses, unnatural drains, or the follies of youth, that has cured so many worn and nervous men right in their own homes—without any additional help or medicine—that I think every man who wishes to regain his manly power and vitality, quickly and quietly, should have a copy. So have determined to send a copy of the prescription free of charge, in a plain, ordinary sealed envelope to any man who will write me for it.

This prescription comes from a physician who has made a special study of men and I am convinced it is the surest-acting combination for the cure of deficient manhood and vigor failure ever put together.

I think I owe it to my fellow man to send them a copy in confidence so that any man anywhere who is weak and discouraged with repeated failures may stop drugging himself with harmful patent medicines, secure what I believe is the quickest-acting restorative, upbuilding, SPOT-TOUCHING remedy ever devised, and so cure himself at home quietly and quickly. Just drop me a line like this: Dr. A. E. Robinson, 4178 Luck Building, Detroit, Mich., and I will send you a copy of this splendid recipe in a plain ordinary envelope free of charge. A great many doctors would charge $3.00 to $5.00 for merely writing out a prescription like this—but I send it entirely free.

COOK WILL SEND THEM TO COPENHAGEN

New York, Oct. 1—Dr. Cook's refusal to submit his observations, notes and other data at once to a competent American scientific commission is all that stands in the way of compliance with the suggestion of the National Geographic Society today that such a step—by both Cook and Peary—should precede any official recognition of the explorer's claims.

Correspondence made public shows that Commander Peary has already formally signified his willingness to comply with this condition, but Dr. Cook has declared that he will lay all his records and instruments first before the University of Copenhagen.

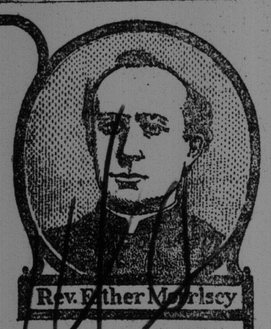
Prof. Ira Remsen, president of Johns Hopkins University, was asked several days ago to appoint—by virtue of his authority as president of the National Academy of Sciences—a committee of astronomers, geographers and zoologists to when the records of Peary and Cook should be submitted. Dr. Remsen, in reply telegraphed:

"It would be idle for me to appoint a committee to investigate the North Pole problem unless it were clearly understood that Commander Peary and Dr. Cook are willing to submit their evidence to such a committee. If they are willing to do so, I shall not hesitate to appoint such a commission as you suggest."

Cured His Rheumatism In Three Weeks.

James LeB. Johnstone, a prominent member of the Citizen's Band, of Chatham, writes:

"I contracted Rheumatism by exposure, five years ago, and was ailing for two months and in great pain all the time. I got Father Morriscy's No. 7 Tablets and took them for about three weeks, when the Rheumatism all left me and I have had no return of the pains since."



Rev. Father Morriscy

Father Morriscy's "No. 7" Tablets have cured thousands of this terribly painful disease.

Rheumatism is generally brought on by exposure, but is really caused by Uric Acid in the blood. This Uric Acid is an irritating poison, formed from the waste matter of the body. The kidneys should remove it, but when they fail it poisons the blood, and, settling in the joints, causes Rheumatism.

"No. 7" Tablets clear out the clogged-up Kidneys and stimulate them to perform their task of filtering the Uric Acid out of the blood. When this is done the Rheumatism simply and naturally vanishes.

"No 7" Tablets cost 50c. At your dealer's. 28

Father Morriscy Medicine Co. Ltd. - Chatham, N.B.

SOMETHING OF INTEREST TO ALL ORCHARDISTS

Expert on Apples Writes Interesting Paper on Production in the United States—There's History in it—Bigger Crop is Urged.

Spokane, Wash., Oct. 1—Orchardists all over the continent will be interested in the research work just completed by Ren H. Rice, secretary-manager of the National Apple Show, Inc., showing that the so-called "wild apple," or "wild crab," from which many of the present standard commercial varieties have sprung, were wayward descendants of trees originally imported from England and other foreign countries in the 18th century.

Mr. Rice has compiled data, tracing the seeds from their habitat in foreign soils to these shores, also the wandering of the trees from the path of civiliaztion, reverting to savagery and then brought to the present day perfection, as to color, size and flavor, after years of toil and study. Of the contributory factors he says that the process of cultivation was not of sufficiently long duration nor was it complete, and, as a consequence, after a few years' neglect, it was natural for the fruit to return to its normal state.

The appended excerpts are from Mr. Rice's manuscript, to be presented to Professor H. E. Van Deman, of Washington, D. C., who will head the board of judges at the second national apple show in Spokane November 15 to 20.

"During revolutionary times and the days of the Indian wars, when thousands of men were called to bear arms, many farms were permitted to run to waste and weeds. In numerous instances the isolated homesteads and even settlements were attacked and destroyed, the occupants slain, the buildings sacked and burned and the stock scattered when not stolen. Thus, a few years completed the transition from pioneer husbandry to utter ruin and choas.

"Frequently these settlements were the outposts of civilization, situated as they were on the very edge of the wilderness and, in the course of a few years, rank weeks pushed their heads through the rotted boards and logs, pine, hemlock and maple growths sprung up in the clearings and wild things scampered unmolested over the ruins, which were rapidly accumulating moss and lichens. In a word, the wilderness had stretched forth its hands and claimed its own.

"The young orchards, which, with the poplars and other trees, served as windbrakes, were quickly surrounded and outstripped in growth by the native woods, the tangled underbrush choked the tender trees and the fruit reverted to the wild and free manner of the pigeon-berry and beechnut.

Wild Apples

"Wild apples," so called, had a peculiar charm of their own, largely because of their spicy flavor. Though barred from the tables of gentle folks and the marts of trade, they were sought by fully as interesting if less exacting consumers. The blanketed reds used them as staples of diet and the pioneers of the backwoods and the frontiersmen often stepped off the trails to obtain a store. The settlers of more peaceful days found them a pleasant surprise in a zone not prolific of fruits, and bears, raccoon and porcupine also knew them as an excellent preparation for the long sleep of winter.

When the yeomen returned from the wars to resume the cultivation of the soil, many farmers set themselves to redomesticating the apple, and in this entered the process of selection and rejection as practised by the foremost pomologists and botanists of the present day. Trees were cleared of the underbrush and pruned, and scions were developed and pruned in turn, until after much patient toil, as long in duration as the period of retrogression had been, the wild fruit once again became the apple of civilization and with this came its development as a commercial product, which is destined so far as the northwest states and provinces are concerned, to rank with the wheat industry in a very few years."

Production Less

Mr. Rice shows in his compilation of data, bearing on the growing of commercial apples, that the industry has not kept pace with the increase in population in the United States and Canada, from the fact that the entire crop this year, estimated at 28,000,000 barrels, is many barrels less than the production in 1896, when growers in the United States harvested 67,070,000. Twenty-seven million barrels of apples were harvested in the United States last year.

The explanation of this condition lies scattered over the broad acres in the New England, eastern and middlewestern states, where apple orchards, never regarded as serious features of the farms, have fallen easy prey to neglect and resultant pests. In many instances the trees have been felled to supply manufacturers with materials, while in other localities entire orchards have been chopped out to afford room for more profitable crops.

As there is no substitute for the apple this would mean nothing less than a famine were it not for the orchards in the west, where an immense territory has been dedicated to fruit production, and with the millions of trees planted annually will make this the orchard country of the world.

The Outlook

"The lands already planted in Washington, Idaho, Oregon, Montana and the province of British Columbia should produce a crop of apples in 1915 equal to the production of the United States in 1896," said Mr. Rice in discussing the outlook, "and at that there will never be an overproduction. From that time on with orchards in other western and southwestern states, including California, Colorado, Texas, Nevada, Utah, Arizona, New Mexico, Wyoming and the Dakotas, there should be a definite increase every season, until the apple becomes the every day fruit and food of the people, instead of a luxury, as it appears to be today in view of the underproduction and high prices.

The question of how the demands of the people for fruit can be met will have a prominent place at the informal discussion in Spokane next November. I believe this is a timely subject for inquiry and that it ranks in importance with the facts presented recently regarding our forests and iron ore deposits."

HALIFAX MEN AGAINST PREFERENCE TARIFF PLAN FOR WEST INDIES

Halifax, Oct. 1—The royal commission on West India and Canadian trade relations convened in Halifax today. It sat in the morning and afternoon, and then adjourned till 10 o'clock tomorrow morning. In the afternoon they will proceed to Montreal. The two outstanding features of the inquiry were the character of the steamship service from Canada which was discussed fully with W. A. Black, and the pronounced hostility of the Acadia Sugar Refining Company, the only sugar manufacturers in the maritime provinces, to reciprocity or any tariff preferential arrangement between the British West Indies and Canada, unless safeguarded so as to prevent the planters from taking all or more than their share of the preference, as the sugar interests here alleged that they now do.

R. E. Harris, K. C., on behalf of the Acadia Sugar Refining Company, made an elaborate statement to show that the British West India planters by combination or co-operation, as they themselves desire to call it, sell their sugar in Canada at a higher price than they do in New York, and higher than in Greenock.

Mr. Harris went on to prove that the planters, by a combination under the preferential tariff, were taking all the difference in the duty and more. He took the dates Sept. 17, 1908, and April 13, 1909, and showed that the price of 96 polarization had increased in the United States only a fraction of a cent, compared with an advance of 32 1-2 cents to Canada, while the price in Greenock had advanced but 14 cents. There were times, Mr. Harris added, when his company was charged 41 cents more than New York, or ten cents more than the whole preference. The Acadia Sugar Refining Company bought a cargo of San Domingo sugar at 24 1-2 cents less than the price charged by the British West Indies planters. Whatever proportion of the British preference is taken by the West India planter must be deducted from the protection to Canadian refiners. The difference under the preference would be about 31 cents per 100 pounds.

Lord Balfour asked Mr. Harris how much of this he thought the planters should have. He replied that he thought half might go to the planters and half to the refiners in Canada. That would be fair.

In discussing the steamship service, W. A. Black, of Pickford and Black, said that he believed a preference by the West Indies in favor of our goods would increase Canadian trade. It would appear, he said, that there is a feeling in the West Indies in favor of some system of closer trade relations with Canada, a plan of give and take on both sides, which would be of benefit to the trade, both of Canada and the West Indies. Mr. Black was asked if he had heard of complaints of poor transportation. He replied that these were not unknown.

Lord Balfour asked a series of questions on this subject. A statement that there was delay on account of boats coming to Halifax, this port being their headquarters, was quoted to Mr. Black who explained that any line must have headquarters where repairs may be made and other necessary work done. But looking at the average delay in this port he found it a voyage of seven or eight days. There were difficulties in running a line from a cold to a warm climate as compared with one from a warm to a moderate.

In regard to the interval of twelve days days between sailings, Mr. Black said the service began in 1899, starting to the Windward Islands, with one ship. The service had grown from a monthly to a twelve day service. He did not say that a more frequent service would not pay, but he could say that at the present time his ships were coming with only a third of their cargo space filled. Occasionally some may have been left behind but whenever there is not room his ships take precautions to see that at least some of the consignments are taken in order that the inconvenience may be lessened. Contracts are made on the basis that less profitable freight like hay must take its chances after other freight is loaded.

As to speed, Mr. Black said that the four boats of his fleet might be classed as having a speed of 11 knots. Mr. Black spoke of delays caused by customs officials at some West Indian ports in taking the steps to have cargo unloaded. This, perhaps, was unavoidable because the ships had in most cases, to remain in open roadsteads, and he did not think anything could be done to remedy this.

Lord Balfour—"Do you not think an improvement could be made by having a swift steamer from the north which would serve a slower insular distributing boat?"

Mr. Black—"I do not think it would be practicable either in saving of time or expense. It would not meet the competition from New York and the freight would not stand the handling."

Lord Balfour—"Supposing we had a weekly service, could not some steamers to be sent from St. John direct and some from Halifax direct and give more satisfaction?"

Mr. Black—"I would like to see St. John with its direct line, but from what I know of the trade I would not want to be the man managing the steamships; it would not pay."

"I think I saw some reference to irregularity in sailing," Mr. Black continued "Since 1905 till the present we have made 115 trips to the West Indies. We were one day late in leaving Halifax on four occasions only." He quoted from trade circulars of Demerara showing that the steamers from New York to Demerara took sixteen or more days and that there was no fixed schedule for sailing from New York except by one steamship, and that only within the past few months, and yet," Mr. Black said with some warmth, "they complain of a fourteen day service from Halifax."

To Sir Daniel Morris, Mr. Black repeated the statement of his opposition to a fast trunk line from Canada feeding a subsidiary line in the West Indies. He also repeated that the statement that the amount of freight offering from St. John would not warrant a line from that port. "Halifax is the natural home of the West India trade. It has been thus in the past, and still is so. We cannot compete with St. John in lumber, but they cannot meet us in the West Indies on fish and other products."

Mr. Black again said that all his company's boats were eleven knots and that they had sufficient speed to make the schedule approved by the department at Ottawa, and they were able to make up delays caused by ordinary bad weather in the North Atlantic.

Mr. Black said he thought the trade between Canada and the West Indies had grown satisfactorily. It had largely developed. This was shown by the growth in the business of his company's boats. The service had started with one ship. Then it became fortnightly and was now a twelve day service, and the ships were carrying one-third cargo more. The passenger business had fallen off. The rates between the islands were the same as charged by the royal mail line.

Sir Daniel Morris—"Do you think that is a good way to encourage passenger traffic?"

Mr. Black—"It is what our agents advise."

Mr. Fielding—"Do you think there is not enough traffic for a direct line from St. John?"

Mr. Black—"That is my opinion. We are perfectly satisfied that St. John should have a direct line. We will undertake it if arrangements can be made with the government."

In reply to Mr. Fielding, Mr. Black explained the system of accepting hay and lumber as freight. They were taken only if there was not enough other freight to fill the ship. Mr. Black said that it was impossible to find British ships suitable for this line and consequently they had to take Norwegian. The British ships were too large and were not suitable to our traffic. As to freight charges, they were identical from Toronto via Halifax to the West Indies and via New York.

Lord Balfour brought out the fact that no reductions from subsidies had ever been made and that the schedule of sailings had no penalty for non-adherence. "Would you be surprised," Lord Balfour asked, "if the next contract for a subsidy had some provision for non-adherence to it?"

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A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

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Sold by Grocers and Storekeepers in ½-lb. and ¼-lb Tins.

SPRINGFIELD AS IT STRIKES THE ST. JOHN VISITOR

Autos in All Services—The City of Homes — Plans For Buildings to Cost Millions

The first thing that strikes a province visitor to Springfield, Mass., is the great number of automobiles. While there is no lack of horses, and the street car traffic is heavy, the auto is always in evidence. In addition to the machines for the ordinary purpose of carrying people about, there are motor cars for carrying merchandise. The fire department has a number of autos. The water department also has them. The truant officer speeds through the city is an auto to round up truants from school. They make autos near Springfield, and the Indian motor cycle, which has most of the records, is manufactured there. There are no cabs or cab stands in the city. One can get an auto or a carriage for hire, but there are none to solicit passengers. In connection with the very excellent street car service the visitor is interested to see a train of several freight vans, or a single baggage car, speeding along the rails between Springfield and outside points, providing an electric freight service.

Big Building Plans

Springfield is half way between Boston and New York. It is a rapidly growing city, on the banks of the Connecticut river. For example, one hotel to cost a million and another a half-million dollars are now projected. A new city hall that will probably cost a million is to be erected at once. A broad new street is to be made where now there are old buildings and back yards and alleys. A new waterworks system is being installed that will cost over a million. The city council has almost decided to have all the railway tracks on the river front carried through a subway or removed to West Springfield, on the other side of the river, so that the whole river front on the east side may be boulevarded and made one of the most attractive parts of the city. Building operations generally are active, and on every side are to be seen substantial evidences of growth and progress.

Springfield is called "the city of homes." The appropriateness of the title is made clear the moment one goes out from the centre of the city. In the residential sections, each house stands on its own grounds, with grass and trees in abundance. The streets in these sections are so constructed that on either side, between the street and the sidewalk, is a strip of new grass, with elm or maple or other trees planted at regular intervals, while between the sidewalks and the houses, and around the houses, there is more grass, closely trimmed, with trees and shrubs to make the effect more beautiful. Springfield is third among the cities of the United States in the number of its trees, and there is a department which devotes its whole attention to their care and propagation. The people are proud of their city, and public streets and private grounds are laid out with an eye to beauty, fresh air, ample breathing space, and grateful summer shade. The moment one goes out on either of three sides of the business district (the river is the fourth side), the appropriateness of the name "city of homes" is very apparent.

The Apartment House

The apartment house is a comparatively new departure in Springfield, although now there are many of them, and new ones are continually being erected. They are built to accommodate from eight to twenty families and are quickly filled with tenants. Thus both single residences and apartment houses are going up and being occupied, which is the best evidence of growth in the population. The present population of the city is about 80,000. It has well paved streets, and good sidewalks, always kept clean. On the main business thoroughfare, for Main street is the great artery of traffic, running clear through the city, street cleaners in white uniforms are always busy, and the streets traversed by cars are sprinkled by electric car sprinklers, of which three are in use. In many ways the city has become a sort of model, to which delegations from other towns go for information and civic inspiration. Yet the Times man saw a street that had lately been macadamized by the street department being opened up by the water department to bring to the surface man-holes that had been covered up and rolled down with utter disregard of the merits of the case. It was a touch of nature that made Springfield of kin to St. John.

Another letter will treat of some interesting places and institutions in Springfield.

Women Who Suffer

from woman's ailments are invited to write to the names and addresses here given, for positive proof that Lydia E. Pinkham's Vegetable Compound does cure female ills.

Tumor Removed.

Chicago, Ill.—Mrs. Alvena Sperling, 11 Langdon Street.
Lindley, Ind.—Mrs. May Fry.
Kinsley, Kans.—Mrs. Stella Gifford Beaman.
Scott, N.Y.—Mrs. S. J. Barber.
Cornwallville, N.Y.—Mrs. Wm. Boughton.
Cincinnati, O.—Mrs. W. E. Houmb, 7 Eastview Av
Milwaukee, Wis.—Mrs. Emma Imse, 863 1st St., *German.*

Change of Life.

South Bend, Ind.—Mrs. Fred Certis, 1014 S. Lafayette Street.
Noah, Kentucky.—Mrs. Lizzie Holland.
Brookfield, Mo.—Mrs. Sarah Louisgnont, 207 S. Market St.
Paterson, N.J.—Mrs. Wm. Somerville, 135 Hamburgh Avenue.
Philadelphia, Pa.—Mrs. K. E. Garrett, 2407 North Garnet Street.
Kewaskum, Wis.—Mrs. Carl Dahlke.

Maternity Troubles.

Worcester, Mass.—Mrs. Dosylva Cotté, 127 Southgate Street.
Indianapolis, Ind.—Mrs. A. P. Anderson, 1267 E. Pratt Street.
Big Run, Pa.—Mrs. W. J. Pooler.
Airwater Station, O.—Mrs. Anton Buchbergt.
Cincinnati, Ohio.—Mrs. E. E. Maddocks, 2 26 Gilbert Avenue.
Mogadore, Ohio.—Mrs. Lee Manges, Box 181.
Dewittville, N.Y.—Mrs. A. A. Giles.
Johnstown, N.Y.—Mrs. Homer N. Sammons, 102 E. Main Street.
Burtonview, Ill.—Mrs. Peter Langenhan.

Avoid Operations.

Hampstead, Md.—Mrs. Jos. H. Dorsey.
Adrian, Ga.—Lena V. Haney, R.F.D. No. 2.
Indianapolis, Ind.—Bessie V. Foster, 29 South Addison Street.
Louisville, Ky.—Mrs. Sam Cox, 3623 Fourth St.
South West Harbor, Maine.—Mrs. Lillian Robbins, Mt. Desert Light Station.
Detroit, Mich.—Mrs. Frieda Rosenberg, 667 Meldrum Avenue, *German.*

Organic Displacements.

Mozier, Ills.—Mrs. Mary Ball.
Ligonier, Ind.—Mrs. Eliza Wood, R.F.D. No. 4.
Melbourne, Iowa.—Mrs. Clara Watermann, R.F.D. No. 1.
Bardstown, Ky.—Mrs. Joseph Hall.
Lewiston, Maine.—Mrs. Henry Cloutier, 86 Oxford Street.
Minneapolis, Minn.—Mrs. John G. Moldan, 2115 Second Street, N.
Shamrock, Mo.—Josie Ham, R.F.D. No. 1; Box 22.
Marlton, N.J.—Mrs. Geo. Jordy, Route No. 3, Box 40.
Chester, Ark.—Mrs. Ella Wood.
Ocilla, Ga.—Mrs. T. A. Cribb.
Pendleton, Ind.—Mrs. May Marshall, R.R. 64.
Cambridge, Neb.—Mrs. Nellie Moslander.

Painful Periods.

Goshen, Ala.—Mrs. W. T. Dalton, Route No. 3.
Chicago, Ill.—Mrs. Wm. Tully, 465 Ogden Av.
Fav Fav, Mich.—Mrs. Emma Draper.
Flushing, Mich.—Mrs. Burt Loyd, R. F. D. No. 3; care of D. A. Sanborn.
Coffeeville, Miss.—Mrs. S. J. Jones.
Cincinnati, Ohio.—Mrs. Flora Ahr, 1362 Ernst Street.
Cleveland, Ohio.—Miss Lizzie Steiger, 5510 Fleet Avenue, S.E.
Wesleyville, Pa.—Mrs. Maggie Ester, R.F.D. 1.
Dyersburg, Tenn.—Mrs. Lue Hilliard, R.R. 1.
Hayfield, Va.—Mrs. Mayme Windle.

Irregularity.

Herrin, Ill.—Mrs. Chas. Folkel.
Winchester, Ind.—Mrs. May Deal.
Dyer, Ind.—Mrs. Wm. Oberloh, R. F. D. No. 1.
Baltimore, Md.—Mrs. W. S. Ford, 1938 Lansdowne Street.
Roxbury, Mass.—Mrs. Francis Merkle, 13 Field Street.
Clarkdale, Mo.—Miss Anna Wallace.
Guysville, Ohio.—Mrs. Ella Michael, R.F.D. 3.
Dayton, Ohio.—Mrs. Ida [illegible], Box 25, National Military Home.
Lebanon, Pa.—Mrs. Harry L. Boyle, 233 Lochman Street.
Sykes, Tenn.—Minnie Hall.
Detroit, Mich.—Mrs. Louisa [illegible], 933 Chestnut St.

Ovarian Trouble.

Vincennes, Ind.—Mrs. [illegible] B. Jerauld, 508 N. Buntin Street.
Gardiner, Maine.—Mrs. S. A. Williams, R. F. D. No. 4; Box 39.
Philadelphia, Pa.—Mrs. Chas. Beell, 2407 N. Garnet Street.
Plattsburg, Miss.—Miss Verna Wilkes, R.F.D. 4.

Female Weakness.

Willimantic, Conn.—Mrs. Etta Donovan, Box 209.
Woodville, Idaho.—Mrs. Rachel Johnson.
Portland, Maine.—Mrs. Will Young, 6 Columbia Avenue.
Scottville, Mich.—Mrs. J. G. Johnson, R.F.D. 3.
Dayton, Ohio.—Mrs. F. E. Smith, 431 Elm St.
Erie, Pa.—Mrs. J. P. Endlich, R. F. D. No. 7.
Beaver Falls, Pa.—Mrs. W. P. Boyd, 2409 Seventh Avenue.
Fairchances, Pa.—Mrs. I. A. Dunham, Box 152.
Fort Hunter, Pa.—Mrs. Mary Jane Shatto.
East Earl, Pa.—Mrs. Augustus Lyon, R.F.D. 2.
Vienna, W. Va.—Mrs. Emma Wheaston.

Nervous Prostration.

Oronogo, Mo.—Mrs. Mae McKnight.
Camden, N.J.—Mrs. Tillie Waters, 451 Liberty Street.
Joseph, Oregon.—Mrs. Alice Huffman.
Philadelphia, Pa.—Mrs. John Johnston, 219 Siegel Street.
Christiana, Tenn.—Mrs. Mary Wood, R.F.D. No. 3.
Pecos, Texas.—Mrs. Ada Young Eggleston.
Graniteville, Vt.—Mrs. Chas. Barclay, R.F.D.

These women are only a few of thousands of living witnesses of the power of Lydia E. Pinkham's Vegetable Compound to cure female diseases. Not one of these women ever received compensation in any form for the use of their names in this advertisement—but are willing that we should refer to them because of the good they may do other suffering women to prove that Lydia E. Pinkham's Vegetable Compound is a reliable and honest medicine, and that the statements made in our advertisements regarding its merit are the truth and nothing but the truth.

SUCCESSOR TO DR. FLETCHER HAS BEEN APPOINTED

Ottawa, Sept. 28— The reorganization rendered necessary by the lamented death of Dr. Fletcher has now been effected at the Central Experimental farm. Dr. Fletcher occupied the dual position of botanist and entomologist, but in these days of increasing scientific specialization such an arrangement could not with advantage be permanently continued. Accordingly two separate divisions, of botany and entomology have been established under the chief direction of Dr. Saunders, the part of botanist having been conferred upon H. T. Gussow, F. R. M. S., and that of entomologist upon Dr. C. Gordon Hewitt. Both officers are now engaged in the equipment and organization of their respective departments with a view of rendering them practically useful to the farmers of Canada.

Mr. Gusson

Hans T. Gussow is a native of Breslau, Silesia. He received his scientific training at the German universities of Breslau, Leipsic and Berlin, specializing in applied botany and subsequently in plant diseases caused by microscopic fungi and bacteria. He proceeded to England in 1901, and in 1903 entered the botanical laboratory of William Carruthers, F. R. S., the eminent British botanist who for 37 years has occupied the position of consulting botanist to the Royal Agricultural society of England and who was formerly in the natural history department of the British museum. As assistant to Dr. Carruthers in this capacity, Mr. Gussow has necessarily been brought into contact with British agriculturists and has studied carefully the botanical problems with which land owners and practical farmers are called upon to deal, including such subjects as the destruction of larch forests by the larch disease, clover sick land, potato diseases and the effects of poisonous and injurious weeds.

In this connection he has done a good deal of original scientific research work in Great Britain. Mr. Gussow's botanical knowledge has been in wide request in England where he was frequently required to give expert testimony before courts of law. He was also an active member of the scientific committee of the Royal Horticultural society. He is a fellow of the Royal Microscopical society and has served upon the sectional committee for medical bacteriology and histology. He is also a member of the Association of Economic Biologists of the Association of Economic Botany of the Societe Mycologique de France and of other learned bodies. His scientific articles are artistically illustrated with reproductions from his own drawing and photographs.

Dominion Entomologist

Charles Gordon Hewitt, D. Sc., F. E. S., who has been appointed Dominion entomologist, with headquarters at the experimental farm, was educated at the Macclesfield grammar school and university of Manchester, England, where he obtained zoology, botany and Dalton natural history prizes; graduated in 1905 as bachelor of science, with first class honors in zoology, and was awarded a university graduate scholarship. He was appointed the same year as assistant lecturer and demonstrator in zoology in the Manchester university, and two years later was appointed to the newly-instituted lectureship in economic zoology, which he resigned on accepting the post of entomologist to the Dominion. The degress of master of science was conferred in 1907 for research, and the degree of doctor of science was conferred in 1909 for his researches in economic zoology, especially entomology.

Dr. Gordon Hewitt has been a keen naturalist from childhood, and, on passing to the university, in addition to the three years' honors course of zoology, he made a special study of insects. He has also studied at various fresh water and marine biological stations, and has made a special study of those animals and parasites which affect men and animals, and also agriculture, horticulture and forestry.

His chief work has been upon the house fly and its allies, which he has studied in all the various aspects, especially the relation of house flies to public health, and the results of his investigations, extending over a number of years, are comprised in a detailed monograph, published in the Quarterly Journal of Microscopical Science, 1907-1909, and other journals. In this connection he is assisted in an inquiry of the British local government board, on the carriage of infection by flies. He has also investigated the life histories, etc., of other injurious insects.

He has recently taken an active part in instituting courses for a science degree in agriculture in the Manchester university. He is a Fellow of the Entomological society, joint hon. secretary of the Association of Economic Biologists, and of the Manchester Literary and Philosophical society, and a foreign member of the American Association of Economic Entomologists.

THE PRUDENTIAL, ONE OF THE WORLD'S GREATEST LIFE INSURANCE COMPANIES, OPENS A BRANCH OFFICE IN THIS CITY.

Almost every one has heard of or knows something of The Prudential Insurance Company of America, Home Office, Newark, N. J., often called the Gibraltar life insurance company, because of its use of the Rock of Gibraltar as a trade-mark.

This big company has established a branch office in this city and is conducting business in both branches of insurance, Industrial and Ordinary.

About thirty-four years ago Industrial insurance was unknown in the United States. Introduced on this continent by John F. Dryden, founder and present chief executive of The Prudential, the Industrial plan at once found favor with the public.

This life insurance is applicable to every member of the family, from one year of age to seventy.

The premiums are collected weekly from the homes of the insured and are from three cents per week upward, according to the amount insured for, thus bringing the benefits of life insurance protection within the means of the wage-earning population.

Much of the thrift and economy of this same wage-earning population may be traced to Industrial insurance. The habit of saving required to meet the weekly premiums unconsciously, but surely, inculcates similar habits of thrift and saving in other directions.

In the Ordinary branch all the popular forms of Life and Endowment policies are issued, in amounts from $1,000 up, and the cost is the lowest consistent with the liberal provisions of the policy and the high grade of life insurance afforded. As an investment a Prudential policy offers superior advantages.

The high standing of The Prudential makes it possible to do business satisfactorily, because there can be no doubt of a Prudential promise.

The Prudential has seven and three-quarter millions of policies in force, representing nearly a billion and a half of insurance.

In extending its field of operations to this city The Prudential offers a splendid opportunity for our young men to obtain profitable employment. Progress and promotion will be quick if hustle and ability are shown. Any young man desirous of making money and building up a successful future should consult The Prudential's representative here.

Prudential Agents will be glad to furnish full and complete information concerning the plans of The Prudential to any one. You should take an interest in life insurance, for it may make a big difference in your family's happiness some day.

DR. PORTER'S LECTURE

A public lecture will be given in Centenary church school room on Tuesday evening, Oct. 5, at 8 o'clock, by Dr. George D. Porter, of Toronto, official lecturer of the Canadian Association for the Prevention of Tuberculosis. The president of the St. John association, Judge McKeown, will preside.

Those attending the lecture will learn of the great work being done to conquer this disease and of the efforts being made to get members to join the local branch and help along the work.

NOWADAYS IN THE CITY.

Wifey—Did you get the seats for that play I am so anxious to see?

Hubby—Yes. I was very fortunate. I got two orchestra chairs for three years from tonight.

Weak Lungs

Ask your doctor to name the best family medicine for coughs, colds, bronchitis, weak lungs. Follow his advice.

Seventy years of experience with Ayer's Cherry Pectoral have given us great confidence in it. We strongly recommend it for coughs, colds, bronchitis, weak throats and weak lungs. It prevents. It protects. It soothes. It heals. Just the help nature needs.

J. C. Ayer Co., Lowell, Mass.