



VARICOCELE

If you are tired of being experimented upon, you will find my latest method treatment is a guaranteed cure for varicocele without use of knife or loss of time. It restores the worn condition, restores the parts, thereby bringing back lost power. If you take my treatment, you pay when cured.

STRICTURE Thousands of you have stricture and do not know it. If you have been indisposed, or improperly treated, or notice a smarting sensation, unnatural discharge, weak organs, or back, nervous debility, or if you are not the man you should be, it may be the cause of stricture. If you are in doubt, call and see me as I will examine you free of charge; my latest method treatment absorbs the stricture, thereby making cutting or stretching unnecessary, and you pay when cured.

MY LATEST METHOD TREATMENT is a positive cure for all Chronic, Private, Nervous, Delicate, Blood, Skin, Kidney, Liver, Bladder, Stomach, Female troubles. REMEMBER each time you call you see me personally, or each time you write I receive my personal attention; if you cannot call send for blank perfect system of home treatment for those who cannot call.

All Medicines for Canadian Patients shipped from Windsor, Canada.

DR. GOLDBERG, DETROIT, MICH.

DENTAL.

A. A. HICKS, D. D. S.—Honor graduate of Philadelphia Dental College and Hospital of Oral Surgery, Philadelphia, Pa., also honor graduate of Royal College of Dental Surgeons, Toronto. Office over Turner's drug store, 26 Rutherford Block.

LODGES.

WELLINGTON Lodge, No. 46, A. F. & A. M. G. R. C., meets on the first Monday of every month, in the Masonic Hall, Fifth St., at 7:30 p. m. Visiting brethren heartily welcomed.

LEGAL.

J. B. RANKIN, K. C.—Barrister, Notary Public, etc., Victoria Block, Chatham.

W. F. SMITH—Barrister, Solicitor, etc., Office, King Street, west of the Market. Money to loan on Mortgages.

J. B. O'FLYNN—Barrister, Solicitor, etc., Conveyancer, Notary Public, Office, King Street, opposite Merchants' Bank, Chatham, Ont.

SMITH & GOSNELL—Barristers, Solicitors, etc., Harrison Hall, Chatham. Herbert D. Smith, County Crown Attorney; R. L. Gosnell.

WILSON, PIKE & GUNDY—Barristers, Solicitors of the Supreme Court, Notaries Public, etc., Money to loan on Mortgages, at lowest rates. Offices, Fifth Street, Matthew Wilson, K. C., W. E. Gundy, J. M. Pike.

HUGHES, STONE & SCANE—Barristers, Solicitors, Conveyancers, Notaries Public, etc., Private funds to loan at lowest current rates. Office upstairs in Speldrick Block, opposite H. Macdonald's store, M. Houston, Fred. Stone, W. W. Scane.

STANDARD BANK OF CANADA

HEAD OFFICE, TORONTO.

Branches and agents at all principal points in Canada, U. S. and Great Britain. Drafts issued and notes discounted. Savings Bank Department deposits (which may be withdrawn without delay) received and interest allowed thereon at the highest current rates.

G. P. SCHOLFIELD, Manager Chatham Branch.

BANK OF MONTREAL

ESTABLISHED 1817.

Capital (all paid up) \$13,379,240. Reserves \$9,000,000. Drafts bought and sold. Collections made on favorable terms. Interest allowed on deposits at current rates in Savings Bank department, or on deposit receipts.

DOUGLASS GLASS, Manager Chatham Branch.

WE HAVE ON HAND A LARGE SUPPLY OF

LIME, CEMENT, SEWER PIPE, CUT STONE.

&c. All of the best quality and at the LOWEST POSSIBLE PRICES.

J. & J. OLDERSHAW, A Few Doors West of Post Office.

Hard's Liniment Cures Diphtheria.

NAVY 200 YEARS AGO

BRITISH MERCANTILE MARINE IN THE YEARS 1695-97.

How Vessels Were Stolen From the Harbors—Some of These Cases Were Attended by Special Aggravation—Curious Helplessness of the Admiralty to Protect the Ships of Those Days.

In the latest volume of the "Manuscripts of the House of Lords," just issued, relating to the years 1695-7, it is stated that a session of Parliament at this period would hardly have been complete without an inquiry into naval administration, and the two sessions under consideration were no exception to this rule. In that of 1695-6 it was the insufficient protection afforded by His Majesty's ships to the mercantile marine that came under investigation.

The papers show how well-founded were the complaints made by the merchants. No fewer than 108 ships seem to have been actually taken by the French, while the loss of 25 more was indirectly caused by the failure of the Admiralty to provide convoys and cruisers. Some of these cases were attended by circumstances of special aggravation. Thus one vessel was carried off from an Irish harbor, where her owners may well have thought that she was safe, while another was rendered so defenceless by the impressment of almost the whole of her crew that she fell an easy prey to the first French privateer that attacked her. And the East India Company came to the committee with a sad story. On June 13, in view of the expected arrival before long of several of their ships, they made urgent application to the Admiralty for cruisers to be sent out to look after them.

The Admiralty replied that they would do what they could, but a month later the company learned that the number of cruisers, instead of being increased, had been reduced. Early in August the company, having received intelligence that the French Admiral, De Nesmond, was about to sail from Brest with a considerable force for the express purpose of intercepting their ships, renewed their application for more cruisers, but were met with the reply that the Admiralty could send out no more. The ships were now arriving. One was attacked by two French privateers, but made so good a defence that she was able to escape from them. Her captain reported that he met with no men-of-war till he arrived off Portland. Two others were taken by De Nesmond. A fourth was forced ashore by a privateer on the Irish coast.

These occurrences, as news of them arrived, were reported to the Admiralty, who, however, held out no hope of any effectual steps being taken for the protection of the rest of the expected shipping. The company now, in their distress, petitioned the Lords Justices, by whom the Government was being carried on in the King's absence abroad, and on 14th September the Duke of Shrewsbury acquainted them that a squadron had been ordered to go as far as Ushant to look after their ships, and oppose De Nesmond. But, notwithstanding this order and a further memorial from the company to the Admiralty, three more ships were taken by the enemy 20 leagues off the coast of Ireland. The company estimated their loss at £1,500,000. Other bodies of merchants also suffered severely. Formidable lists were headed in by the Barbadoes Merchants and the African Company, the losses of the former being put down at £287,100, those of the latter at £199,540; and further lists were presented, showing an aggregate loss of £345,600.

The answer made by the Admiralty to these complaints amounted to this—that they had not ships enough. They had done the best they could with those they had, but the navy was not large enough for what was required of it. They gave a detailed account of the way in which they had disposed of the force at their command, and brought a countercharge of rashness and foolhardiness against the masters of the merchantmen, accusing the merchants of trading during the war with almost the same freedom as in time of peace. In the month of September 74 cruisers had been employed out of a total of 176 available ships in His Majesty's service. Incidentally they laid some of the blame on the Marquis of Carmarthen, whom they represented as having been dilatory in putting to sea and slow in finding the squadron which he was to command. When he did eventually come in sight of it engaged in conveying a number of merchant ships, he took it for a French fleet and ran into Milford Haven for shelter. Lord Carmarthen indignantly repelled the reflections passed upon him, and much of the committee's time was devoted to an inquiry which could have been carried out more properly and efficiently by the court-martial which he had demanded, and not the time of the committee only was thus taken up, but that of the Commissioners of the Admiralty also, as they complained with some bitterness: "The service suffers infinitely by our being here," they said.

In the next year, 1696, the Admiralty were called upon to furnish detailed accounts of the navy, showing the number, condition, and stations of the King's ships; the Navy Board were required to give particulars of the stores; and Sir George Rooke was ordered to lay before the House copies of all orders, letters, and papers received by him relating to the conduct of the Cadiz expedition. The Commissioners said they were confident that the naval power of this country was much greater than it had ever been before.

The complete list furnished by them shows a total of 277 ships, either at sea, or preparing to put to sea, while 18 more were on the stocks. Nor were they at all content to submit without protest the imputation of having neglected the interests of the country. Here is the note which they appended to

their answers to certain questions addressed to them: "And having now answered the several questions sent to us by your lordships, we beg leave to observe that we thought we had little reason to expect being called in question for our proceedings of the last year, after having so happily got together, in four days' time, such a considerable number for the preservation of the kingdom, so visibly and so immediately in danger." This refers to the expectation of an attack by the French fleet on the English coast. The Admiralty Board were not responsible for the return of the fleet from Cadiz, which was carried out in obedience to the King's orders, issued at the end of January, and not communicated to the Admiralty till two months later.—London Globe.

LONDON AMBULANCE SERVICE.

Only City in Europe Lacking This Great Public Need.

One of the most urgent needs of the metropolis is a properly organized and well-equipped municipal ambulance service.

London is the only great European city which is lacking in an effective service of this kind, and there is no European city in which it is wanted more, for, according to the latest returns, there is an average of 500 serious street accidents every week in the year, and of these the police ambulances can only deal with some 200 at the outside.

The Metropolitan Asylums Board has a complete horse-drawn ambulance service in existence, maintained in a high state of efficiency in order to meet sudden outbreaks of infectious disease. Under normal circumstances, however, the service is far larger than the requirements, and the board is accordingly circulating all the London local authorities on the subject of extending this into a regular municipal service.

In London there is no uniform system for dealing with street accidents; no central authority controlling ambulances and keeping close touch with the hospitals. Even the telephone is unknown as an adjunct to the haphazard systems which exist. Thus the London Hospital receives twice the number of cases conveyed in antiquated ambulances. What lives have been lost, what pain and misery inflicted, by the present methods, no one can say.

Dr. Perry, the Superintendent of Guy's Hospital, says: "It is very painful to watch the arrival of accidents at hospitals under the present system. London wants a horse-drawn ambulance, and a telephone system in conjunction."

The Metropolitan Asylums Board offers six ambulance stations in telephone communication with the head offices on the Victoria Embankment. These are situated at Mortimer, Hampstead, Fulham, Stockwell, New Cross Road, Shooters Hill, and in each station are the most modern carriages, with horses, drivers, and nurses ready day and night to proceed at the whirr of the telephone to any destination to which they may be called.

Wages and Cost of Living in the Transvaal. Some interesting facts regarding the present industrial and social situation in the Transvaal are contained in a "handbook" to the new Colony published by the Emigrants' Information office of London. The following are enumerated as current rates of pay for skilled workmen:

Bakers, 24 to 26 per week; blacksmiths, 20s per day; carpenters, 22s 6d to 25s per day; bricklayers, 22s 6d to 25s per day; masons, 22s 6d to 25s per day; fitters, 20s per day; traction-engine drivers, 20s and 22s 6d per day; painters, 20s and 22s 6d per day; plasterers, 22s 6d per day; plumbers, 20s per day; upholsterers, 25 to 26 per week; cobblers, 15 per week; watchmakers, £25 to £30 per month; hairdressers, £20 to £22 10s per month; tailors, £20 to £30 per month; butchers, £25 to £30 per month. As a set-off to these high wages, it must be remembered that "it is practically impossible to rent a cottage of any kind under £10 a month," and that groceries can only be purchased at such prices as these—Fish farm butter, 2s per lb; tinned milk, 7s per dozen; candles, per 3lb packet, 2s; breakfast oats, per packet of 2lb 1s; golden syrup, per 2lb tin, 11d; biscuits, 1s 3d per lb; English hams, per lb, 1s 4d; bacon, per lb, 2s; Australian bacon, 1s 3d; groats and barley, 1s 6d per lb; peas and beans, dry, 1s 6d per lb; peas and beans, tinned, per three tins, 2s; flour, 3d per lb; white sugar, best, per lb, 3d; tea, per lb, 1s 6d to 3s; coffee, 1s 9d to 2s 6d per lb; jam, 1s per tin.

The Man of Sokoto.

M. A. P. says—Brigadier-General George Kimball, D.S.O., Royal Artillery, who led the West African troops into Sokoto the other day, is a man, say those who know, who has a rosy future before him. Fair, with blue eyes, clear-cut features and a well-proportioned figure, he gives one the idea of great mental and physical strength disguised under an extremely calm, well-bred manner. A typical Scotchman in his tenacity of purpose, capacity for hard work, foresight and level-headedness, he has been called "as keen a soldier as any of the highly-vaunted German officers." General Kimball was, in the best sense, "a marked man" early in his career. He served on Lord Roberts' staff in India, has seen a considerable amount of active service, and commanded the Bida and Kontou expeditions in 1901. After this he was "mentioned" and decorated. Subsequently Mr. Chamberlain appointed him Inspector-General of the West African Frontier Force—a post which necessitates his being half the year at the Colonial Office. He is a notably popular "chief" with his subordinates.

The Riter Bit.

He—Bah! Women are fools: She (sweetly)—Well, if there is anything in heredity, an acquaintance with some of their sons would lead us to think so.—Halfpenny Comic.

What frayed your linen? Not Sunlight Soap—No, indeed!

SUNLIGHT SOAP

REDUCES EXPENSE

Ask for the Octagon Bar

European Rulers.

Emperor William has been taken to task for asserting in a recent after dinner speech that he is "one of the youngest sovereigns of Europe." In fact, the German emperor stands about midway between the venerable King Christian and the boyish king of Spain. The rulers of Bulgaria, Portugal, Russia, Italy, Serbia, Holland and Spain are all younger than Emperor William.

A lazy liver may be only a tired liver, or a starved liver. A stick is all right for the back of a lazy man. But it would be a savage as well as a stupid thing to beat a weary man or a starving man because he lagged in his work. So in treating the lagging liver it is a great mistake to lash it with drastic drugs. In ninety-nine cases out of a hundred a torpid or sluggish liver is but a symptom of an ill-nourished body, whose organs are weary with overwork. Let your liver alone. Start with the stomach and its allied organs of digestion and nutrition. Put them in proper working order, and see how quickly your liver will become active and energetic. Dr. Pierce's Golden Medical Discovery has made many marvelous cures of "liver trouble" by its wonderful control of the organs of digestion and nutrition. It restores the normal activity of the stomach, increases the secretions of the blood, making glands, cleanses the system from poisonous accumulations, and so relieves the liver of the burdens imposed upon it by the defection of other organs.

The East River Tunnel.

Passengers through the tunnel to be constructed under the East river between New York and Brooklyn will enjoy one of the greatest "coasts" in the world. Although the cars which are to run through the tunnel will be started by electricity, the most of the trip will be made by gravity. The speed attained at the bottom of the grade—a mile a minute is expected—will carry the car far up the slope on the other side. The coaters will not have to drag the double runner back.—Youth's Companion.

St. Martin, Que., May 16, 1895.

C. C. RICHARDS & CO.

Gentlemen:—Last November my child stuck a nail in his knee causing inflammation so severe that I was advised to take him to Montreal and have the limb amputated to save his life.

A neighbor advised us to try MINARD'S LINIMENT, which we did, and within three days my child was all right, and I feel so grateful that I send you this testimonial, that my experience may be of benefit to others.

LOUIS GAGNIER.

THE HOT WEATHER TEST.

Makes people better acquainted with their resources of strength and endurance.

Many find that they are not so well off as they thought and that they are easily enervated and depressed by the heat.

What they need is the tonic effect of Hood's Sarsaparilla, which strengthens the blood, promotes refreshing sleep, overcomes that tired feeling, creates appetite.

The two offices of memory are collection and distribution.

\$50 TO CALIFORNIA AND RETURN

Via the Chicago and North-Western Railway. Send this round trip ticket on sale from Chicago, August 1st to 14th, to San Francisco and Los Angeles, also to Portland, Tacoma and Seattle. Correspondingly low rates from other points. Favorable stopover privileges. Return limit October 15th, 1903. Three trains daily from Chicago to California, through without change, with first class Pullmans and tourist sleeping cars. For special folder and all information, write B. H. Bennett, General Agent, 2 East King street, Toronto, Ont.

THE NORTH-WESTERN LINE—IMPORTED JAPANESE FANS.

A set of four attractive Japanese fans issued by the Chicago & North-Western Ry. sent to any address securely packed on receipt of 10 cents to pay postage. B. H. Bennett, 2 East King street, Toronto, Ont.

WALL PAPERS.....

We carry a large assortment of the most Modern Patterns, and give you an exact estimate of what it will cost you to have your Spring papering done.

Call and see our Large assortment.

JOS. A. TILT,

Next to Rankin House

COATS AND SLEEVES.

Coffee Coats Pretty and Becoming Small Coats.

Lace coffee coats are very useful for home wear, but are disappointing elsewhere, as they have a loose negligee effect which is not desirable away from one's own fireside. The blouse with deep fall of lace and extensively pouched front has more style, and, if cut square, the neck is easily filled in with a chemise when required less decollete.

There is apparently a tendency to return to the fashion of distinct sleeves differing from the bodice. Several of the Paris models have had the diverse undersleeves so extended that the real undersleeve formed little more than an



A USEFUL COAT.

epaulet. However, while we wear loose bodices and sack beleros, the sleeve of different color or material has very little chance.

Lace is as popular as ever, and in medallion form, arranged separately or in groups or partially broken lines, will be very modish.

The small black coats, inset with medallions of lace, are very smart, and these will be worn over black and white skirts as well as with black ones of every description.

The cut shows a three-quarter coat of gray novelty goods.

JUDIO CHOLLET.

MEDICAL.

L. E. CURL, OSTEOPATHIC PHYSICIAN,

SPECIALIST IN CHRONIC DISEASES;

Examination Free. Office, Sixth street opposite Fire Hall. Hours—8 to 10 a.m., 1 to 5 p.m., 7 to 8 p.m.

DR. OVENS OF LONDON

Surgeon, Oculist and Specialist Eye, Ear, Nose and Throat

Will be at Chatham on SATURDAY, MAY 30th, and SUNDAY, JUNE 27th, 1903. Glasses properly fitted. Office at Radleys drug store

FARLEY'S

Cor. Colborne and Princess Streets...

READ

and profit by so doing. For one week you can buy:

1 lb. Bulk Mustard, 25c

"Black Pepper, - 25c

"Good Coffee, - 25c

20 lbs. of Redpath

Granulated Sugar, \$1.00

25 lbs. Redpath Yellow Sugar. \$1.00

FARLEY'S

Cor. Colborne and Princess Streets...

THE GIBSON PICTURES

AT THE—GIBSON STUDIO.

Cor. King and Fifth Sts CHATHAM.

SMITH & SMITH

FIRE, LIFE & ACCIDENT INSURANCE COMPANIES. Money to loan at 4% and 5% per cent. Real estate for sale or exchange. Office upstairs next to Baikie's Photo Gallery.

Telephone 167 CHATHAM, ONT.

CANADIAN PACIFIC

Corrected June 2nd, 1902.

GOING EAST

*2.36 a. m. L...Express...*1.11 p. m. *3.32 p. m.Express...*1.06 a. m. *Daily.

GOING WEST

No. 1—6.45 a. m.No. 2—12.25 p. m. 3—1.07 p. m. 4—11.06 p. m. 5—8.22 p. m. 6—1.32 a. m. 7—1.15 a. m. 8—2.49 p. m.

The Wabash is the short and true route.

J. A. RICHARDSON, Dist. Pass. Agt., Toronto and St. Thomas.

J. C. PRITCHARD, Station Agent.

W. K. RISPIN, C. P. A. 115 King St., Chatham.

Lake Erie & Detroit River R.R.

Effective June 15, 1902.

Leave Chatham: For Rep. Exp. Mail and

Ridgeway... 10.30 a. m. 7.05 p. m.

Rodney... " " " "

West... " " " "

Dutton... " " " "

St. Thomas... " " " "

London... " " " "

Leamington... 7.58 a. m. 4.15 p. m.

Kingsville... " " " "

Walkerville... " " " "

Dresden... 9.05 a. m. 11.10 a. m. 5.42 p. m.

Wallaceburg... " " " "

Sarnia... " " " "

Arrive at Chatham—From Blenheim, Ridgeway, Rodney, West Lorne, Dutton, St. Thomas, London, 9.05 a. m. From Leamington, Kingsville, Walkerville, 11.50 a. m. 8.30 p. m. From Dresden, Wallaceburg, Sarnia, 9.05 p. m.

L. E. TILSON, Gen. Agent, Chatham.

H. F. MORILLER, G.P.A. Walkerville.

ROND EAU SERVICE

EFFECTIVE JUNE 15, 1903.

CHATHAM SOUTH.

0 5 10 15 20 25 30 35 40 45 50

Chatham - 8.30 a. m. 4.50 p. m. 6.30 p. m. 11.10 p. m.

Blenheim - 7.50 a. m. 4.30 p. m. 6.10 p. m. 10.40 p. m.

Rond Eau - 7.35 a. m. 4.07 p. m. 5.55 p. m. 10.15 p. m.

* Runs Tuesdays and Fridays only, 25c.

* Runs Saturdays only during July and Aug.

Band Concerts Tuesdays and Fridays. Fare 25c.

Regular daily fare returning same day, 40c.

Children 20c.

Regular daily fare returning next day, 60c.

Rond Eau to Chatham and Return Wednesdays and Saturdays, 60c.

GRAND TRUNK.

WEST.

* 8.15 a. m. for Windsor, Detroit and intermediate stations.

* 12.42 p. m. for Windsor and Detroit.

* 2.30 p. m. for Windsor and intermediate stations.

* 4.23 p. m. for Windsor and Detroit.

* 9.07 p. m. for Detroit, Chicago and west.

EAST.

* 8.32 a. m. for London, Hamilton, Toronto, Buffalo.