rn, and by hard appliwhere he had failed. his master and with ame even as a you t learned men of the

ARCH 28, 1903.

n converting Prince der of the Arian party, though at the constant life, he expelled that ain. Then following a of his friends and em-s life. On the death of nder he was called to ee. Among the numer-hich he founded, the ar Seville, where ere trained. As a founder and reformer, only in his own diocese Spain and even in for-He died at Seville on , and within sixteen ath was declared in the

ore retired into his soliecared and many of the come forth, and ren s of the times and the o and had already done ole. He refused and, as udge, that refusal gave sary opportunity of ac irtue and the power is made him an illustri-Doctor of the Church

loa Doctor of the Cath.

E-GOING IN LENT.

me Catholics who have d ill-informed ide or information and the stopper observation of Lent, reference to attendance and other places of pubduring that holy season, deem it timely to reprint extract from a sermon a years and by Candinal years ago by Cardinal h contains much useful instruction on this sub-

I will say something I ad occasion to refer tobe of Christians at the
ng the holy season of
ou will hear me out when
m far from being opposed ecreation of healthy enthe contrary, I necessary to the gentoo long. While we untarily debar ourselves, others enjoy themselves. draw the line at theaters

will ask me is it sinful to that it is. I believe that g of a Shakespearean play and ennobling, provided ace is not marred by cer-se which are calculated to

ent tastes. life does not consist only in, but in practising vir-ists in growth in righteouswith is the law of both piritual life. It is a very ing to be habitually walk-ttlements of a tower overeep precipice. Sooner o y loose your head and fall a serious thing to be playe, or to use a military ey that love danger, says

e, shall perish in it. sk me is it right and proping and seasonable and a stification to frequent pub-te theaters in Lent. I an-cically that it is not."— gress.

UR RELIGION. ompleted descriptions of the altar, vestments and els, the same order wo we next take up the Mass. advisable instead fir Catholic doctrine on the o Catholic doctrine on the This will lead to a clearer ag not only of the Mass at also show more plainly of its various parts. From here should surely follow a knowledge of our faith. ine of the Church conce charist has been most ex-

fined by the Council or r can there be any mistake ruage. Here we learn that charist is both a Sacrament fice. As a sacrament it is Body and Blood of Jesus er the appearance of bread These words should be well As it is a sacrament, it ted by Christ Himself, as e other sacraments. Incid-have heretofore seen that raments consist of a visible visible part. That is the orm and the grace imparted.
th the Eucharist. The vistis the bread and wine, or
has the appearance of bread
The invisible part is the Blood of Christ, with

th they impart to all who em worthily. the doctrine as laid down by and understood and defendwho follow her teachings. se who follow her teachings. at the same time the great separates the non-Catholic world from the Catholic It is the principal point, the bling-block of doctrinal dif-It is the one thing most diffimprehend, it seems, by those faith. We shall therefore, te the correctness of the docso doing we shall fortify our ion and refute the errors of assail it. This can only be etail. Hence we shall next t some length the Eucharist ment.—Church Progress.

over PIMPLES AWAY.—A face covimples is unsightly. It tells of in-ularities which should long since corrected. The liver and kidners forming their functions by they should, and these pimples you know that the blood protests. Vegetable Pills will drive them all will leave the skin clear and clean, and there will be another witness to ence.

THE STUFF THAT STANDS.

It was very late in the fifties, and Lincoln and Douglas were engaged in animated discussion of the burning questions of the time, when Melvin Jewett journeyed to Bloomington, Illinois, to learn telegraphy.

It was then a new, weird business, and his father advised him not to fool with it. His college chum said to him, as they chatted together for the last time before leaving school, that it time before leaving school, that it would be grewsomely lonely to sit in a dimly lighted flag station and have that inanimate machine tick off its talk to him in the sable hush of night, but Jewett was ambitious. Being earnest, brave, and industrious, he learned rapidly, and in a few months found himof in charge of a little wooden waystation as agent, operator, yardmaster, and everything else. It was lonely, but there was no night work. the shadows came and hung on the bare walls of his office the spook pictures that had been painted by his school chum, the young operator went over to the little tavern for the night.

True, Springdale, at that time, was of a town, but the telegraph oy had the satisfaction of feeling that he was, by common consent, the biggest

Out in a hay field, he could see from his window a farmer gazing up at the humming wire, and the farmer's boy holding his ear to the pole, trying to All this business that so

understand. All this business that so blinded and bewildered with its mystery, not only the farmer, but the village folk as well, was to him as simple as sunshine.

In a little while he had learned to read a powerspaper, with one even and read a newspaper with one eye and keep the other on the narrow window that looked out along the line; to mark with one ear the "down brakes" signal of the north-bound freight, clear in the siding, and with the other to catch the whistle of the incoming "cannon ball," faint and far away. When Jewett had been at Springdale

when Jewett had been at Springdale some six or eight months, another young man dropped from the local one morning, and said "vie gehts," and handed him a letter. The letter was from the superintendent, calling him back to Bloomington to dispatch trains.

until morning.
We called it the "death trick" because, in the early days of railroading, we had a lot of wrecks about 4 o'clock in the morning. That was before double in the morning. That was before double tracks and safety inventions had made traveling by rail safer than sleeping at home, and before trainmen, off duty, had learned to look not on liquor that was red. Jewett, however, was not long on the night shift. He was a good dispatcher, a bit risky at times, the chief thought, but that was only when ran trains close, but he was ever watch-

ful and wide awake.

In two years' time he had become chief dispatcher. During those years, the country, so quiet when he first went to Bloomington, had been torn by the tumult of civil strife, though it is hard to understand how men can be called With war news passing under his eye

every day, trains going south with sol-diers, and cars coming north with the wounded, it is not remarkable that the wounded, it is not remarkable that the fever should get into the young dispatcher's blood. He read of the great, sad Lincoln, whom he had seen and heard and known, calling for volunteers, and his blood rushed red and hot through his veins. He talked to the trainmen who came in to register, to enginemen waiting for orders, to yardmen in the yards, and to shopmen after men in the yards, and to shopmen after hours, and many of them, catching the hours, and many of them, catching to contagion, urged him to organize a about what seemed to him his duty to company, and he did. He continued to work days and to drill his men in the work days and the work days are worked with the work days and the work days are worked with the work days and the twilight. He would have been up and gotdrilling at dawn if he could have got-ten them together. He inspired them with his quiet enthusiasm, held them by personal magnetism, and by unselfish patriotism kindled in the breast of each of his fifty followers a desire to do something for his country. Gradually, the railroad, so dear to him, slipped back to railroad, so dear to him, slipped back to second place in the affairs of the earth. His country was first. To be sure, there was no shirking of responsibility at the office, but the business of the company was never allowed to overshadow the cause in which he had silently but heartily enlisted. "Abe" Lincoln was, to his way of reasoning, a bigger man than the president of the Chicago and Alton Railroad, which was something to concede. The country must be cared for first, he argued, for what good would a road be with no coun-

try to run through?
All day he would work at the dis All day he would work at the dispatcher's office, flagging fast freights and "laying out" local passenger trains to the end that the soldiers might be hurried south. He would pocket the "cannon ball" and order the "thunderbolt" held at Alton for the soldiers' special. "Take siding at Sundang for traver train, south bound." Sundance for troop train, south bound, he would flash out, and glory in his

power to help the government.

All day he would work and schems for the company, (and the Union,) and at night, when the silver moonlight lay on the lot back of the machine shops, he would drill and drill as long as he could hold the men together. They were all stout and fearless young fel-lows, trained and accustomed to danger by the hazard of their daily toil. They knew something of discipline, were used to obeying orders and to reading and remembering regulations made for their guidance, and Jewett reasoned that they would become, in time, a crack company, and a credit to the

By the time he had his company properly drilled, young Jewett was so per-fectly saturated with the subject of war that he was almost unfit for duty about south-bound troop trains held his mind to the matter and his hand to the wheel. At night, after a long evening in the drill field, he would dream of

great battles, and hear in his dreams the ceaseless tramp, tramp of soldiers marching down from the north to reenforce the fellows in the fight.

Finally, when he felt that they were fit, he called his company together for the election of officers. Jewett was the unanimous choice for captain, other officers were chosen, and the captain,

tain at once applied for a commission.

The Jewetts were an influential family, and no one doubted the result of the young dispatcher's request. He waited anxiously for some time, wrote second letter, and waited again. "Any news from Springfield?" the conductor would ask, leaving the register, and the chief dispatcher would shake

"Why?" echoed the superintendent, "you ought to know why. For months you have neglected your office, and have worked and schemed and conspired worked and schemed and conspired to get trainmen and enginemen to quit work and go to war. Every day, women who are not ready to be widowed come here and cry on the carpet because their husbands are going awar with t Certain. carpet because their husbands are going away with 'Captain' Jewett's company. Only yesterday, a schoolgirl came running after me, begging me not to let her little brother, the redheaded peanut on the local, go as drummer boy in Captain Jewett's con-

his head; "Inave to say to you, sir, that I have never knowingly neglected my duty. I have not conspired. I have been misjudged and misunderstood, and, in conclusion, I would say that my resignation shall be written at once."

Returning to his desk, Jewett found the long-looked for letter from Springfield. How his heart beat as he the seal! How timely,—just as things come out in a play. He would not in-tercept traffic on the Alton, but with a back to Bloomington to dispatch trains, Being the younger of the dispatchers, he had to take the "death trick," The day man used to work from 8 o'clock in the morning until 4 o'clock in the morning until 4 o'clock in the afternoon, the "split trick" These things flashed through his mind as he unfolded the letter. His eye fell immediately on the signature at the immediately on the signature at the immediately on the name of the government. end. It was not the name of the governor, who had been a close friend of his father, but of the lieutenant-governor. It was a short letter, but plain, it left no hope. His request had been

denied.
This time he did not ask why. He knew why, and knew that the in of a great railway company, with the best of the argument on its side, would outweigh the influence of a train dis-patcher and his friends.

Reluctantly, Jewett took leave of his

he knew his man. He was a rusher and an trains close, but he was ever watchcrushed and discouraced, he rose, kicked the kinks out of his users, and walked out into the clear trousers, and warked out into the clear sunlight. At the end of the street he stepped from the sidewalk to the sod path and kept walking. He passed an orchard and plucked a ripe peach from an overhanging bough. A yellow-breasted lark stood in a stubble field, chirped two or three times, and soared, singing, toward the far blue sky. A bare-armed man, with a muley cradle, was cradling grain, and, far away, he heard the hum of a horse-power thresh-ing machine. It had been months, it emed years, since he had been in the country, felt its cooling breeze, smelled the fresh breath of the fields, or heard the song of a lark, and it rested and refreshed him.

When young Jewett returned to the

town he was himself again. He had been guilty of no wrong, but had been about what seemed to him his duty to intendent, a feeling intensified by the recollection that it was the same official who had brought him in from Spring-dale, made a train dispatcher of him, and promoted him as often as he had earned promotion. If he had seemed to be acting in bad faith with the officials of the road, he would make amends.
That night he called his company together, told them that he had been
unable to secure a commission, stated
that he had resigned and was going away, and advised them to disband.

The company forming at Lexington was called "The Farmers," just as the Bloomington company was known as the "Car-hands." "The Farmers" was full, the captain said, when Jewett offered his services. At the last moment one of the boys had "heart failure" and Jewett was taken in his place. His experience with the disbanded "Car-hands" helped him and his company immeasurably. It was his company immeasurably. It was only a few days after his departure from only a lew days after als departure from Bloomington that he again passed through, a private in "The Farmers." Once in the South, the Lexington

Once in the South, the Lexington company became a part of the 184th Ill nois Infantry, and almost immediately engaged in fighting. Jewett panted to be on the firing line, but that was not to be. The regiment had just captured an important railway just captured an important railway which had to be manned and operated at once. It was the only means of at once. It was the only means of supplying a whole army corps with bacon and beans. The colonel of his company was casting about for railroaders when he heard of Private Jewett. He was surprised to find, in Jewett. He was surprised to find, in "The Farmers," a man of such wide experience as a railway official, so well posted on the general situation, and so keenly alive to the importance of the keenly alive to the importance of the railroad and the necessity of keeping it open. Within a week, Jewett had made a reputation. If there had been time to name him he would doubtless have been called superinten lent of transportion, but there was no time to classify portion, but there was no time to classify those who were working on the road. They called him Jewett. In some way

private was taken from the ranks, made private was taken from the ranks, made a captain, and "assigned to special duty." His special duty was that of general manager of the M. & L. Railroad, with headquarters in a car.

Jewett called upon the colonel again, uninvited this time, and protested.

He wanted to get into the fighting.
"Don't worry, my boy," said the goodnatured colonel, "I'll take the fight natured colonel, "I'll take the fight out of you later on; for the present, Captain Jewett, you will continue to run this railroad."

The captain saluted and went about

There had been some fierce fighting at the front, and the Yankees had got-ten decidedly the worst of it. Several and the chief dispatcher would shake his head.

One morning, on entering his office, Jewett found a letter on his desk. It was from the superintendent, and it stated bluntly that the resignation of the chief dispatcher would be accepted, and named his successor.

Jewett read it over a second time, then turned and carried it into the office of his chief. were all put out. They were to have no pilot engine, but were to slip past the ambuscade, if possible, and take chances on lifted rails and absent bridges. It was near the end of a dark, rainy night. The train was rolling along at a good freight clip, the engines working as full as might be without throwing fire, when, suddenly, from either side of the track, a yellow from either side of the track, a yellow flame flared out, followed immediately by the awful roar of the muskets from whose black mouths the murderous fire had rushed. The bullets fairly rained "And now, after demoralizing the service and almost breaking up half a hundred homes, you ask, 'Why?' Is that all you have to say?"

"No," said the dispatcher, lifting his head; "I have never knowingly neglected my duty. I have not only the service and almost breaking up half a dows. The engineer on the head engine was shot from his seat. Jewett, in a hall of lead, climbed over the running-board, pulled wide the throttle, and whistled "off brakes." The driver of the second engine, following his example. not until Jewett had been badly wounded. A second volley rained upon the rearmost cars but did little damage. The enemy had been completely out-witted. They had mistaken the train for a pilot engine, which they had planned to let pass, after which they were to turn a switch, ditch, and cap-

ture the train. There was great rejoicing in the hungry army at the front that dawn, when the long train laden with soldiers and sandwiches arrived. The colonel was complimented by the corps commander, but he was too big and brave to accept promotion for an achievement in which he had had no part or even faith. He told the truth, the whole truth, and nothing but the truth; and, when it was all over, there was no more "Captain" Jewett. When he came out of the hospital he had the rank of a major, but was still "assigned to special duty."

Major Jewett's work became more important as the great struggle went on. Other lines of railway fell into the hands of the Yankees, and all of them in that division of the army came under his control. They were good for him, for they made him a very busy man and least him, from propring for the figure kept him from panting for the firing line. In conjunction with General D., the famous army engineer, who has since become a noted railroad builder, he rebuilt end reequipped wrecked railways, bridged wide rivers, and kept a way open for men and supplies to get

When at last the little, ragged, but ever heroic remnant of the Confederate army surrendered, and the worn and weary soldiers set their faces to the north again, Major Jewett's name was anown throughout the army.

At the close of the war, in recogni-

tion of his ability and great service to the Union, Major Jewett was made a brevet colonel, by which title he is nown to almost every railway man in

America. Many opportunities came to Colonel Jewett to enter once more the field in which, since his school days he had been employed, One by one these offers were put aside. They were too easy. He had been so long in the wreck of things that he felt out of place on a prosperous, well-regulated line. He knew of a little struggling road that ran east from Galena, Illinois. road that ran east from Galena, fillnois. It was called the Galena and something, for Galena was at that time the most prosperous and promising town in the wide wild West wild West.

He sought and secured service on the Galena line and began anew. The road was one of the oldest and poorest in the state, and one of the very first chartered to build west from Chicago. It was sorely in need of a young, vigor-ous and experienced man, and Colonel Jewett's ability was not long in finding recognition. Step by step he climbed the ladder until he reached the general the ladder until he reached the summanagership. Here his real work began. Here he had some say and could talk directly to the president. who was one of the chief owners. He soon convinced the company that to soon convinced the company that to succeed they must have more money, build more, and make business by encouraging settlers to go out and plow and plant and reap and ship. The United States Government was aiding in the construction of a railway across in the construction of a railway across the "desert," as the West beyond the Missouri River was then called. Jewett urged his company to push out to the Missouri River and connect with the line to the Pacific, and they pushed.

line to the Pacific, and they pushed.

Ten years from the close of the war, Colonel Jewett was at the head of one of the most promising railroads in the country. Prosperity followed peace, the West began to build up, the Pacific Railroad was completed, and the little Galena line, with a new charter and a new name, had become an important link connecting the Atlantic and the Pacific.

For nearly half a century, Jewett has been at the front, and has never been defeated. The discredited captain of deteated. The discredited captain of that promising company of car boys has become one of our great "captains of industry." He is to-day president of one of the most important railroads in the world, whose black flyers race out nightly over twin paths of steel, threading their way in and out of not loss of compty news on Sundays. Every-

succeeded beyond his wildest dreams, and his success is due largely to the fact that when, in his youth, he mounted to ride to fame and fortune, he did not allow the first jolt to jar him from the saddle. He is made of the stuff that stands.—Cy. Warman in Success.

A MOTHER'S RESPONSIBILITY.

Every mother is responsible to som extent for the health of her little ones, and the prudent mother will always keep at hand the means for always keep at hand the means for protecting the health of her children. For this purpose there is absolutely no medicine can compare with Baby's Own Tablets. These Tablets speedily relieve and promptly cure all stomach and bowel troubles, break up colds, check simple fevers, prevent arous and ally the irritation accomeroup, and ally the irritation accompanying the cutting of teeth. They are good for children of all ages, from birth upwards, and are sold under a guarantee to contain no sold under a guarantee to contain no opiate or harmful drug. All mothers who have used Baby's Own Tablets praise them and keep them in the house. Mrs. John Weaver, Blissfield, N. B., says: "I have a family of six children and have used Baby's Own Tablets and know that they are the best madicine."

know that they are the best medicine I have ever used for my little ones." You can get Baby's Own Tablets from any druggist or they will be sent by mail post paid at 25 cents a box by writing to the Dr. Williams' Medicine Co., Brockville, Ont.

THE MASS-MISSER.

BY REV. J. T. ROCHE. I have long been of the opinion that the obligation of hearing Mass on Sundays and Holy Days is not sufficiently insisted upon. When men and women begin to grow remiss in the matter of nearing Mass, the door is open to every species of spiritual disaster. A parish may be prosperous from a worldly point of view. It may foster pious devotions without number. It may enumerate amongst its members dozens of distinguished converts; but if any considerable portion of its membership. hearing Mass, the door is open to of distinguished converts; but if any considerable portion of its membership fail to hear Mass on Sundays the spiritual condition of that congregation cannot but be a matter of the deepest concern to those in charge of its wel-

There can be little doubt that the disregard of this important obligation is serious and widespread. There was a time when I considered mixed marriages to be the source of our greatest losses. I have changed my opinion of recent years. A wider experience has taught me that the chief cause of our losses at the present time is to be found in the universal carelessness with regard to the obligation of hear-

ing Mass.
The Council of Baltimore advises pastors to set apart a couple of Sun-days in the year for special instructions on the Sacrament of Matrimony. mething more drastic than this needed to arouse the Mass-missers to a sense of duty. The chief difficulty lies in devising ways and means where-by the Mass-misser may be reached and induced to change his ways. and induced to change his ways. Sermons have no effect upon him for he is not in church to hear them. As a rule, he is not a reader of Catholic papers or periodicals. Missionary work of a peculiar kind is needed in his case. Let a man persist in going to church, and no matter how far he may have wandered from God's ways, there is always a hope of his conversion. Let him, on the contrary, remain away from Mass, from sermons and instructions, and he slowly but inand instructions, and he slowly but in-

evitably becomes a pagan.

I think the association of the Church service with all that is best and holiest n childhood's and boyhood's years has much to do with the influence which the Mass exercises upon sinners.

the Mass exercises upon sinners.

There is, moreover, a grandeur, a dignity, a greatness, a sublimity, a something worthy of God in the Mass which places it above and beyond anything else in the service of the Church. No other form of divine worship can take its place.

The union of the homage of the creature with that of the Divine Son makes it different from any other form

f worship.
I sometimes think that Catholics are I sometimes think that Catholics are not sufficiently instructed as to the obligation of public worship. If the Mass had never been instituted the obligation would still exist binding under pain of sin of rendering to Almighty God adoration, praise and thanksgiving. The institution of the Mass has raised human worship to the dignity of divine action. What won Mass has raised numan worship to the dignity of divine action. What wonder, then, if the church insists that its children be present at the Holy Sacrifice on Sundays and holy days, and the contract with actual worship and the contract with a charmal worship and the contract which is a charmal worship and the charmal worship at the charmal worship and the charmal worship a threatens with eternal punishment those who are culpably negligent in

in this respect.

The Mass-misser understands all this; The Mass-misser understants at this, but, like all those who have grown negligent in the service of the Lord, he forms for himself a false conscience.

Sins of omission are committed with much greater facility than sins of committee the mass-misser always always mission. The Mass-misser always finds some special pretext for his neglect. It is hot; it is cold; it is wet it is dry; there are children or some thing else to take care of, the church is a long distance off, and weariness and physical indisposition rest heavily upon the Mass-misser on Sunday morn-

It is noticeable, however, that the at is noticeable, nowever, that the same people miss Mass Sunday after Sunday and that many others similarly situated never fail to be present, despite weather and children and wearness and indisposition and all those things which to the careless are in-superable obstacles.

The reasons for this condition of

things are not difficult to discover. things are not difficult to discover. The bad example of parents and guardians, the lack of early and thorough instruction, occupations which keep people employed seven days of the week and in many instances the anathy and discouragement, which come apathy and discouragement which come from living habitually in a state of moring their way in and out of not less than nine states, with nearly nine thousand miles of main line. He has faith, apostasy and irreligion rests as a

foundation upon this original sin of backsliders. For many, and particu-larly for young men, it is the parent sin of all subsequent forms of neglect.

The work of impressing this important obligation must begin with the children. There is no subject which children need to have preached into them so thoroughly. With grown up people little can be done. An extraordinary occasion, like a mission, may arouse them to a sense of their short comings, but a habit of missing Mass comings, but a habit of missing mass-once formed is hard to eradicate. It cannot be preached into them; they are not there to listen. Parochial are not there to listen. Parochial visitations and the spread of literature bearing on the subject are the only effective remedies.

effective remedies.

The responsibilities of Catholic parents in this matter is very grave.
Let them impress upon children that no matter what happens, Mass must be heard on Sundays. Let them show the control of the the children a good example and the task of the pastor is very much simpli-

The great problem of the Church in this country is the problem offered by the army of Mass-missers. Catholic parents and teachers themselves hold the key to its solution.

WHO CAN FURGIVE SINS? Of course God alone can forgive sins

-But there are many things that God —But there are many times that of a alone can do and yet does by the min-istry of men. God alone can foretell the future, yet He does this by the mouths of His prophets. God alone can know His own secret counsels, yet He angels and men. God alone can work miracles, yet He works them by the instrumentality of His creatures. And reveals them through the agency of so God alone can forgive sins, yet He has willed to grant forgiveness in the normal way only by the ministry of men to whom He has been pleased to delegate this power. We have His own word for it. "Receive ye the Holy Ghost. Whose sins ye shall forgive they are forgiven unto them, and whose sins ye shall retain they are retained." Who then, forgive sins? God the Holy Ghost. By the ministry of men, or Himself immediately? By the ministry of men. Can we be sure that this is so? to whom He has been pleased to deleof men. Can we be sure that this is so? Yes, Christ has so declared in express words and Christ is God.—The Antigonish Casket.

The prayer that begins with trustfulness and passes on into waiting, even while in sorrow and sore need, will al-ways end in thankfulness and triumph

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day since it first made its appearance.

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