

Purity, Brilliance and Uniformity  
Found in  
**KAISER BREWERY**  
ALE, PORTER & LAGER

WOMAN'S WORLD.

The Christian Spirit.

With the first snow fall coming on the third day of December, it dawns upon you that Christmas is ready upon you and you realize that it is time you considered the all-important question of what you shall give for Christmas.

It is rather unfortunate that we are not all "wise virgins," that we did not begin on December twenty-six of 1905 to plan for December twenty-fifth of 1906. Then indeed, we should be in a position to give each and every one of our "dear few hundred friends" exactly what they want and exactly what we want to give them.

Still, the melancholy fact remains that just so long as we live and draw breath, just as long will we put off until tomorrow what we should do today and just so long will the first day of December find us panic-stricken at the thought that there are but twenty-four short winter days before the all-important twenty-fifth.

Then, indeed, do we "get busy." We sit up all night to finish trumpery pieces of fancy-work on which we expend our time and energy and money and which, when we finish, nobody wants after all. We haven't bargained, and we don't bargain, for "bargains," which have lain in wait for a year, for just such unwary buyers as you, we exhaust all our energies in planning what we should give and what Christmas Day comes we are so exhausted with all our energy that we have scarcely enough strength left to murmur "Merry Christmas."

It is a beautiful idea, this exchange of Christmas presents, and if we only stopped to consider that the reason why we give to each other at this season of the year is that we wish to commemorate the birth of the wondrous Babe whose teachings do so much to revolutionize the world and all its thought, perhaps we would take more thought for the Christmas spirit which should actuate our gift and less for the monetary cost of it.

True, the wise men of the east who followed the star did bring gifts of frankincense and myrrh and precious things to the infant in the manger, but it is not just as much prominence given to the shepherds to whom was sung that angelic chorus "Peace on Earth, Good-Will to men?"

And, after all, that is the Christmas spirit, the spirit which, for at least one day in the year, throws aside all thoughts of disunion and all troubles, financial or otherwise, and which resolves that for this one day it will be truly "Merry Christmas," the spirit which "loves its enemies" and the spirit which is kind above all to little children, for Christmas, you know, is the people's heritage to the little ones and it behooves us to make each Christmas a better memory to them than was that of the year before.

It is the spirit of love we all need at Christmas, love for each and every one of the myriads of human beings God has put into this great wide world of ours here who doesn't grieve the cost, but which is wise and careful and considerate of what other people need and desire.

When I wonder, will we get it into our foolish heads that it is not the cost of a gift which counts but the love and thought which we expend upon it? Why should we give Mary a "silver-backed brush when a dainty new frock would be so much to the point, so much more what she needs and so much more desirable to her? Why should we try to give to our rich friend a present fully as expensive as that which she will give to us, instead of giving her some inexpensive little trifle which she would appreciate and spending the money on our poorer friends who really need it?

Don't you suppose the rich friend would rather have a little note which breathes love and tender thought and consideration than a gift which she knows your circumstances do not justify? Above all, do consider the children. Christmas and Santa Claus means so much to them, and the very best trifle sends them into such ecstasies of delight that why should we begin so early the process of disburdenment that is so certain to bring them such bitter sorrow in later years?

Yes, Christmas is the time of the children and the Christmas spirit means happiness and joy and love and peace and goodwill, and so let us spend this month before Christmas, not in thinking what we must give to so and so, because she is sure to spend so much on us, but in what we shall do to make Christmas a time of "good cheer" to those who are less fortunately placed than ourselves.

Women's Art Association.  
At yesterday's meeting of the Women's Art Association it was announced that the art study class would be resumed on Jan. 9, and that tickets were ready for the exhibition of foreign pictures to be held in the W. A. A. gallery from Jan. 5 to 25. A confirmation of the homepuns has just been sent to Winnipeg, and the sale of these goods is reported as steady. The afternoon teas are continued each day.

The goods just opened include a quantity of cream homepuns, blue and also grey, for winter suits; also portieres, bedspreads, and gaily striped cushion-covers. Miss Treason read a paper on "Wood Carving and Enamels."

W.C.T.U. Parlor Social.  
W.C.T.U. will hold a parlor social at the residence of Mr. and Mrs. Welsh, 35 O'Hara-avenue, to-day. Echoes from the World's Convention at Brockton, will be given by Misses Rutherford and Mrs. Stevens, together with a good musical program. Ladies and gentlemen interested are cordially invited. Light refreshments will be served.

Personal Mention.  
On account of illness Mrs. Ernest W. Davis will not receive again until after the New Year.

Chief Justice Howell of Manitoba, accompanied by Mrs. Howell, is at present visiting Toronto, and they have taken up their residence at the King Edward.

Transportation Topics.  
New Officials Begin Their Duties—An Anniversary.

J. Oberne, the new general superintendent of the C.P.R. Ontario division, arrived from Montreal yesterday. L. Smith, superintendent of No. 3 division, also took up his duties yesterday.

Recognition of the country between North Bay and Ashibi Junction, on the Grand Trunk Pacific, is being made by a Grand Trunk engineer. The height of land and contour of the country will be very detailed. The engineer will give the T. & N. O. a wide berth in his maps.

J. E. Hanson, European agent of the Grand Trunk, is visiting local officials. G. W. Hay, chief clerk to J. Quick, general baggage agent of the Grand Trunk, is going over to the Lehigh Valley Railway as baggage agent at Bethlehem, Pa.

Fourth Vice-President McGuigan of the Grand Trunk went west to London yesterday to inspect the improvement work. Leslie Prentice has been appointed chief clerk in the Ontario Express Company's tariff department at the Union Station, in succession to L. B. Allen.

Yesterday saw the fifty-first anniversary of what was known as the Great Western Railway of Canada, which was opened from Toronto to Hamilton. The anniversary was celebrated in Toronto by a large ball, at which the governor-general was present.

Portsmouth, Eng., Dec. 3.—The keel plates of another Dreadnought, laid by Admiral Sir Archibald Douglas, the commander-in-chief at Portsmouth, the new battleship will be larger and more powerful than the first Dreadnought, and as much of the preliminary work has already been done, it is expected that her construction will progress rapidly.

To Edit the Chronicle.  
S. R. Tarr has been appointed editor of The Insurance and Finance Chronicle of Montreal. Mr. Tarr has been a correspondent of insurance and financial journals, both in this country and the United States. He is a McMaster graduate and a member of the senate of that university.

Thaws Will Go to Paris.  
New York, Dec. 3.—So sure is Mrs. Harry K. Thaw of the acquittal of her husband at his forthcoming trial for the murder of Stanford White that she is already negotiating for the purchase of a house in Paris, where the Thaws will take up their residence if the young man is liberated from the Tombs.

Docked for the Winter.  
C.P.R. Lake Steamers Cease Running.  
The "S.S. Manitoba" of the Canadian Pacific Upper Lake fleet is now making the last trip of the season to Fort William, from where she will return Dec. 2 to her winter quarters at Owen Sound. This closes navigation as far as the C. P. R. is concerned, all three boats being laid up until the spring.

This Offer Expires To-Day.  
A return ticket to Chicago, via the Great Northern Railway, for \$12.00. Useful fare, what you would have to pay to-morrow, is \$23.10. This is a special excursion rate for the great live stock show, and tickets are good going to-day only. Through flyer leaves Union Station 7:55 to-night. Return limit Dec. 10. Ask at nearest C.P.R. office.

FORBIDDEN MEAT FEET ON BOARD  
WHICH RESOLUTE WENT DOWN

Capt. Spain Conducts Official Enquiry Into the Recent Harbor Fatality.

After hearing considerable evidence as to the sinking of the Resolute, Commander Spain, government wreck commissioner, announced that he would give judgment some time next week.

Yesterday's enquiry developed some points as to the nature of the warning that had been given Engineer Harrison and three others of the crew, who perished, and as to why Capt. Fahey had left without the Resolute. He thought they had been washed away, but he had sent below and told everyone to take to the boats. It also developed that not until 20 minutes before the barge foundered were any fears felt. Whether or not a life saving crew at the island would have been of any assistance, it is not demonstrated, but the necessity of deepening the western channel was emphasized.

Capt. Thomas Donnelly of Kingston and J. V. Trowell of the steamer Persia, as official assessors, sat with Commander Spain during the enquiry, which was held in the council chamber of the board. In looking for a cause for the sinking of the craft, the queries of the court were directed toward finding out whether the jerk of the anchor was made as the hawser pipe could have wrenched the timbers and opened the vessel forward. The vessel went down by the bow, with her stern to the west. It is believed to have been due to the fact that she had steam up the crew had been unable to get her anchor.

Capt. John Fahey of St. Catharines, the first witness, told of the arrival at the eastern gap at 2 a.m. on Nov. 21; his inability to enter on account of the heavy sea; the attempt to reach the western channel an hour later, the return east at 6:30 and sailing back to the west once more at 11 p.m. Then another attempt was made to enter the eastern channel, and once more a return to the west. At 1 a.m. on Nov. 22, good anchorage was made in five fathoms of water, but at 2 o'clock the alarm was felt; then the engineer reported water coming in. An attempt was made to slip cable with hammer, but the waves forced the men back. It was hoped to drift into the channel. It required several minutes to get out the canvas covered boat, three men got in and the boat drifted away. The next witness saw of the boat it was on the beach. Five got into the other boat, the cook, a deckhand, sailor Hicks and the witness. The Resolute was mainly under water then. There were still four of the crew to be accounted for, but Fahey said he had not seen the chief engineer, but he had gone down to the pony engine.

Left Four Behind.  
Commander Spain: I want to know why the other four men were left behind.  
J. E. Hanson, European agent of the Grand Trunk, is visiting local officials. G. W. Hay, chief clerk to J. Quick, general baggage agent of the Grand Trunk, is going over to the Lehigh Valley Railway as baggage agent at Bethlehem, Pa.

Witness: I think they were washed off before that, but I sent and told everybody to take to the boats.  
"But you knew they weren't in the first boat?"  
"Certainly, I knew they didn't leave in the boat."  
"So, when you shoved off you knew there were four men somewhere. Did you look for them?"  
"We hung around, but did not hear any cries and saw no lights."  
"What was the chief engineer doing when we reached in about an hour?"  
"Capt. Fahey did not think a life saving crew would be of much use, and he didn't think a rocket apparatus would have carried a rope the distance (about a mile)."  
"When the boat was being launched was any special message sent to Engineer Harrison?" asked Commander Spain.  
"Macbeth said he was coming."  
"Couldn't you have waited a little longer?"  
"I don't think so, we were being tossed about pretty badly."  
"Capt. Sullivan's Evidence."  
Capt. Sullivan told of the attempts to make the eastern gap and his visit to Capt. Hall, deputy harbormaster, who said there was only ten feet six inches of water in the western channel. He had not "turned in" the fatal morning until 3:10, or 20 minutes before the end came. Then, he said, the water was passed to all hands, he himself warning Harrison.

Commander Spain: Do you know if the men followed you up from the engine room?  
Witness: I can't say, but I went there especially to warn them, mentioning Mr. Harrison's name several times.  
"It's most extraordinary that nobody realized any danger until 20 minutes before the vessel foundered," remarked the court.  
"I don't believe it was ten minutes," replied the witness. "I felt so safe that I went down to turn in."  
"Did the cable cut through the hawser-pipe and let water in that way?"  
"It might have been, but I don't think so."  
"She was leaking below the water line?"  
"There wasn't much coming in by seas over."  
"Then something must have happened in the last 20 minutes?"  
"I think so."  
Capt. Donnelly thought it strange Harrison had not acted on the warnings given.  
Life Savers Useless.  
Capt. Hall had thought the Resolute in no danger. A life saving crew could have done nothing.  
"Did E. Haney, first mate, who holds a U. S. certificate, was asked: 'Was anything said about the other four men, who it was known had been left behind?'"  
"Yes, and we tried to see if we could pick them up, but, with the exception of one cry, I neither saw nor heard anything."  
Harbormaster Postlethwaite gave statistics regarding the depth of water in the channels. As to a life saving crew, he thought there should be apparatus at lighthouse points.

Capt. Jas. McMaugh of the Bickerdike told of touching bottom at 13 feet 6 inches in the eastern gap. He favored the western entrance.  
J. J. Sing, government inspector of public works, said there were 16 feet of water in the western gap, which it is proposed to make 25.  
Capt. McIntyre of the "Locke," consort of the Resolute, had heard no signals of distress from the latter.  
Capt. Gowen, who sailed the Reso-

NO WOMAN CAN BE STRONG AND HEALTHY UNLESS HER KIDNEYS ARE WELL

When the kidneys are ill, the whole body is ill, for the poisons which the kidneys ought to filter out of the blood are left in the system. Then how important it must be to see to it that this system of sewerage be not clogged up. Those who have never been troubled with kidney trouble know not the misery and suffering which those afflicted undergo.

Doan's Kidney Pills

are a specific for all kidney troubles. They begin by healing the delicate membranes of the kidneys and thus make their action regular and natural.

They help the kidneys to flush off the acid and poisonous impurities which have collected, thus clearing out the kidneys, and all the urinary passages.

Doan's Kidney Pills are entirely vegetable, and may be safely taken by young and old. Let Doan's Kidney Pills do for you what they have done for thousands of others, that is, cure you. Mrs. John Young, Harwood, Ont., writes: "I was troubled with my kidneys for some time and my back was so lame I could scarcely get around. After using two boxes of Doan's Kidney Pills, I am completely cured. I find there is nothing like them for the cure of all kidney troubles."

Doan's Kidney Pills are 50 cents per box or 3 boxes for \$1.25 at all dealers or mailed direct on receipt of price by The Doan Kidney Pill Co., Toronto, Ont.

late for 23 years, did not think the load had been too heavy.  
H. W. Ross, manager of the company owning the Resolute, gave an important testimony.  
Might Have Rescued Them.  
In the afternoon William Ward, in charge of the volunteer crew at the Resolute, said he would collect a crew of 16 men in an hour. He thought that the Resolute could have steamed toward Mimico out of the heavy sea.

He believed if he had had earlier notice he could have saved the crew. His lifeboat was a staunch craft, but the government should supply a rubber dingy and a rocket outfit.  
Capt. Fahey, recalled, said that he shipped Haney as mate, but did not ask for his certificates. Haney was a capable man.  
"Had you been washed overboard," asked Commander Spain, "Haney would have had charge?"  
"Did you actually clear from Toronto with Haney as mate?"  
"Yes, I got the clearance personally."  
"No questions were asked about a mate?"  
"No, it is not customary, except in the spring of the year."  
The question was raised that the master or owner of the boat was responsible if the mate had no certificates. But Capt. Fahey said that Captain Sullivan was asked to hand the certificates. The custom officials, however, were not aware of this.

George Somerville, the agent of the steamer Bickerdike, told of a conversation with the government engineer, by that boat which grounded last year outside the Toronto harbor. He had been notified by the Toronto harbormaster that a boat should draw the eastern channel.

The "VENTS" DISAPPEAR.  
The Reason for Their Going Terribly Explained by President Mercer.  
"Why have the vents disappeared from the back of the sack suits?" was the question asked the President of the Semi-ready Company, who is an admitted authority on men's dress, and the best original designer in America.  
"The vents were put into sack coats when the coats were lengthened for the purpose of making the skirts more easily handled. When the sack coats are shortened, as they are this year, no vents are necessary."  
The Semi-ready fall and winter sack suit is finished with a graceful flare at the bottom of the skirt, and is shaped slightly to the form.

Christmas in England.  
The C.P.R. Atlantic service will dispatch their R.M.S. Empress of Ireland from St. John, N. S., to Liverpool, Friday, Nov. 30, and the R.M.S. Empress of Britain Dec. 14 from St. John, N. B., as the Christmas steamer. The latter will land passengers in England four days before Christmas Day. These steamers are now conceded to be the fastest and finest operating on the North Atlantic and those contemplating a few weeks in England should arrange to go and return on an "Empress," thereby having the shortest sea voyage and maximum length of time with their friends at home. Apply to S. J. Sharp, W.P.A., 80 Yonge-street, for full particulars.

Miners Held for Murder.  
Washington, Dec. 2.—The supreme court of the United States to-day decided the habeas corpus cases of Moyer, Haywood and Pettibone, the representatives of the Western Federation of Mines, who are held in prison in Idaho on the charge of complicity in the murder of former Governor Steunenberg adversely to the men. The opinion was by Justice Harlan.  
The court held that the decision will be to continue to hold the men in confinement for trial in Idaho.

True Traveler's Tales.  
G. W. Ray, F.R.G.S., will give an address in Western Baptist Church to-morrow evening. As government explorer and missionary he has wandered in the hitherto unexplored parts of South America. He was privileged to be the first white man to explore several parts of the interior of Paraguay and Bolivia and penetrated 1200 miles into the heart of Brazil.

40—New York and Return—40  
From Suspension Bridge, via Lehigh Valley Railroad, Wednesday, Nov. 29. Tickets good 15 days. For tickets call L.V.R. office, 10 East King-street, Phone Main 1558.

ARGONAUTS STILL AFTER CLUB HOUSE AT ISLAND

Aldermen Not Over Enthusiastic and Put Them Off Another Fortnight.

The proposition of the Argonaut Rowing Club to be allowed to lease the bulk of Muggs' Landing as a club house and athletic grounds site, has not so far been received with friendly warmth by the island committee, but again yesterday did a deputation appear before the committee. A. C. Macdonell, M.P.; Henry O'Brien and Robert Mackay were the visitors. The proposal, as amended from the original, was that a tract 600 feet by 600 feet should be leased. Aid. McBride stated that if the club were given the area asked there would only be left to the city as a park the ragged edges, which would be of no use. A small tract to be portage club should be given a site, but was against giving seven acres. Controller Jones wanted an offer in writing to build a decorative club house on a site 550 feet by 600 feet, and to agree to level the athletic grounds to be open to the public every day excepting match days. Commissioner Chambers was emphatic that the city, considering the extent to which the population was growing, would make a mistake if it gave away a single foot of land to private interests. Mr. Mackay denied that the club would be made a present of the property under the terms proposed.

The committee asked that a proposition be presented at the next meeting, two weeks hence.  
The city engineer and parks commissioner reported favorably upon Aid. McMurrich's motion that a system of trackage and trucks be installed to enable small craft to be portaged from points on the bay and lagoons to the lake. Mr. Forman thought three lines of track should suffice, and that the cost of the tracks, in all, not more than 400 or 500 feet should be required, costing about \$500. Roughly speaking, the portages will be located in the middle of the east and west ends of the island.  
"It's a good deal like the operation which was successful, but the portage died in the present one. For instance, apropos of the city council's decision to leave it to the civic rulers of 1907 to provide \$300 for the taking over of the 'Islet Champagne' the latest just west of the R.C.Y.C. club house, from the Henry Totten estate. The committee opened likewise, and again sent forward a proposition to the board of control to provide funds, otherwise Secretary McGowan of the fire department was given till next meeting on Dec. 17 to report upon the proposition to light the island by a gas plant.

Brevities.  
Adverse to the construction of a new breakwater east of the present one on Asbridge's Marsh, is the joint report of the civic officials interested.  
The railway commission will hold sessions at city hall a week from tomorrow to apportion the cost of the high level bridge over the Don on Queen-street.  
No real change for the better has taken place in the quality of the city's drinking water, and it is still advisable to keep to the boiling process.  
Dr. Sheard is satisfied that his stringent measures to protect the public against watered milk have brought good results, since the analysis for November has shown proportionately less than half the number of adulterated samples.

Wages Up.  
An increase in wages from \$15.50 to \$17 per week is asked by the foremen of the street cleaning and scavenging departments. There are about 25 employees affected.  
The dusting daily of all brick and asphalt pavements at an added yearly cost of \$60,000 is recommended by Dr. Sheard, who is at work upon his 1907 estimates.

H. C. Hocken entered yesterday upon his active campaign as a controllership candidate, when he addressed the employees of the Otto Higel Co. at the noon hour recess.  
Ex-Ald. J. K. Leslie is mentioned as a candidate in the first ward. As a civic employe, Mr. Leslie being nervous and miserably, and gravely judgment to pliancy of the exhibition office staff, the

question has been raised as to his eligibility, however.  
David Bell, who was an aldermanic candidate in the sixth ward last year, is again in the field, as is also W. H. Warrington.

Judge Winchester Will Decide To-day as to McGill Commission.  
Judge Winchester will to-day hear argument on the crown's application for a commission to go to New York to examine brokers' books with whom Charles McGill had dealings. The application states it is believed that McGill converted funds of the Ontario Bank to his own use. The argument was to have been heard yesterday, but counsel for the defence was not ready. The names of those from whom evidence is sought by the crown are Geo. F. Molloy, W. B. Spader, Oliver Hart, A. C. Vaughn, W. H. Goodby, Chas. T. Milburne, Arthur Whitney, F. W. Gordon and J. Laidlaw.  
The firms interested are: Ladenburg, Thalmann & Co., 26 Broad-street; Marshall, Spader & Co., 78 Broadway; C. Head & Co., 15 Broad-street; Cuyler, Morgan & Co., 44 Pine-street; W. H. Goodby & Co., 14 Broadway; Donald Gordon & Co., 22 William-street; Laidlaw & Co., 14 Wall-street.  
Should the judge decide in favor of the commission the members will leave for New York next Sunday evening.

Life Saving Stations.  
To Be Established by Government Along Coast of P.E.I.  
Charlottetown, P.E.I., Dec. 3.—As the result of the many disastrous wrecks in the Gulf of St. Lawrence and Straits of Northumberland this fall the federal government has decided to establish life-saving stations along the Prince Edward Island coast. The majority of the stations will be located on the gulf side of the island.  
Judgment Against the Wireless.  
In the non-jury court J. A. Wallace used the Dominion DeForest Wireless Telegraph Company for \$245, for salary an expenses. Wallace claimed his salary was to be \$25 per week. He said he was engaged at \$100 per month. Justice Riddell took \$25 off the amount claimed, and gave judgment to plaintiff for the balance.

SPECIAL LINEN SALE

HIGH-CLASS IRISH LINEN TABLE CLOTHS, IN ALL SIZES, FINEST QUALITIES AND NEWEST DESIGNS, FROM THE BEST IRISH MANUFACTURERS. ALSO A LARGE CONSIGNMENT OF WEBB'S DEW-BLEACH TOWELS. THESE GOODS WILL BE SOLD AT A REDUCTION OF 33 1/3 PER CENT.

N. ROONEY, 62 Yonge St.

Rose L. Fritz  
Champion Typist of the World

Miss Fritz will be at Association Hall, Friday evening, December 7th, under the auspices of the United Typewriter Company. She will demonstrate the wonderful possibilities of the "New Typewriting" rendered practicable by the UNDERWOOD—the combination which won all the prizes at the great typewriting contest held at New York last month.

She will give a marvellous demonstration of rapid and accurate writing, from copy, from dictation, and blindfolded. Aside from the typewriting feature, there will be an interesting program of musical and other numbers.

Complimentary tickets may be procured at the office of the Company. Phones Main 1126, 1127-1186.

The United Typewriter Co.

—Limited—  
7-9 Adelaide Street East,  
Toronto  
AND IN ALL THE PRINCIPAL CITIES.

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Was Weak, Debilitated and Anemic  
Billean's Made Her Well

Miss E. Reed, of Kingston, (Ont.), has proved how to those who are debilitated and anemic, Billean's come as an unasked blessing. She says: "I was ill, anemic, my blood was impoverished, and I was altogether run down. My food did not seem to do me any good. I had pain in the chest, nervous and miserable. I tried first one thing and then another but nothing seemed able to give me back my lost strength. Such was my state when Billean's were brought to my notice. The first few doses of this herbal remedy relieved me somewhat, and a little perseverance with their use restored me to health. Billean's are a splendid remedy, and I cannot speak too highly of them."

Billean's are also a Cure for  
Indigestion, constipation, piles, female ailments and irregularities, liver chill, rheumatism, kidney disease, blood impurities, wind spasms, pains in the chest and between the shoulders, liver congestion, biliousness, sick headache, etc. Send one cent to the Billean Co., Toronto, and free sample box will be mailed you. All druggists sell 50c. a box, or post free from the Company upon receipt of price (6 boxes for \$2.50).

In every street of every Canadian town you will meet with anemic girls and women! Look at the pale lips, the waxy complexion, the dark rings round the eyes, the springless carriage! Are you a sufferer? Anemia means that the blood is deficient in red corpuscles—those minute bodies which carry oxygen and carry energy to all the organs. Billean's replenish those corpuscles. Billean's so act upon stomach, liver and intestines that every bit of food you take is transformed into nutriment. This is how they cure indigestion, cure anemia, cure general debility. Assimilated nutriment alone can cure anemia. Billean's ensure perfect assimilation. Prove them! Send 1c. stamp for trial box.

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Your Doctor  
Ask your doctor how long he has known Ayer's Cherry Pectoral. Ask him if he uses it himself, in his own family. Ask him if he can recommend anything better for throat and lung troubles, such as hard coughs and colds, hoarseness, bronchitis, weak lungs. Do as he says, at any rate. We are willing.