

THE NEW HOME OF THE DR. CHASE LABORATORIES

Forward Step in the Remarkable Growth of the Dr. Chase Medicine Co.

Like most of the great successes of Canada, the business of supplying the people with Dr. Chase's Medicines had a small beginning, and in view of the present wide extent of this enterprise the development has been almost phenomenal and makes interesting reading.

Though Dr. Chase's practice extended into Canada as early as 1867, at which time Mr. G. W. Parish, Sturgeon Bay, Ont., writes us that he went to the doctor for pills for kidney disease, it was not until 1884 that the doctor made arrangements for the manufacture of his medicines in Canada.

For ten years the business was carried on in a small way, and was practically confined to a few counties, and in 1894 the first great step forward was taken, when the company moved to Toronto and began extensive newspaper advertising and distributing in order to make known the merits of the great prescriptions which Dr. Chase had so thoroughly tested in his practice before giving them to the public.

It was in 1897 that the rights for the United States were acquired by the Canadian Company, and offices and laboratories established in Buffalo, N.Y. Soon after the demand from the British Isles and Europe necessitated the opening of offices at 21 Cockspur Street, London, England.

Figures to Illustrate Great Increase of Business

To-day Dr. Chase's Medicines, as well as his famous Receipt Book, are known wherever the English language is spoken, and orders are received at these offices from such far-away points as Tasmania, New Zealand, British Guiana, Arabia, Nyassaland, Central Africa, and Assiout, Egypt.

Some idea of the enormous development of business during late years may be obtained from the following comparison of sales:—

In 1894 the total sale of Dr. Chase's Kidney-Liver Pills was 48,120 boxes, whereas at the present time the sales of a single year in Canada alone reach 360,000 boxes, or one box for every third home.

This rapid expansion of business has demanded largely increased space, and the new building in course of construction at the corner of Adelaide and Duncan Streets, Toronto, is being equipped with all up-to-date facilities for the manufacture of Dr. Chase's Medicines.

From Newfoundland and Labrador on the East, to British Columbia and the Yukon on the West, the people will be supplied from these offices and laboratories with Dr. Chase's Kidney-Liver Pills, Dr. Chase's Ointment, Dr. Chase's Nerve Food, Dr. Chase's Syrup of Linseed and Turpentine and other medicines.



This New Building is now being erected by Edmanson, Bates & Co., proprietors of The Dr. Chase Medicine Co., on the corner of Adelaide and Duncan Streets, Toronto.

Medicines Made Known By Millions of Samples Are Now Household Necessities

After giving all due credit to advertising and the efforts expended in making Dr. Chase's Medicines known, the real reason for the great success must be attributed to the downright merit of these medicines. From the very beginning the manufacturers have had such confidence in Dr. Chase's Medicines as to send free samples, and the very first year Dr. Chase's Medicines jumped into popularity by the giving away of over one million samples of Dr. Chase's Kidney-Liver Pills and Ointment.

Once tried they have been adopted as household necessities, and worked their way into the hearts of the people everywhere. They have cured where other treatments have failed, and, by this very practical test, have proven their right to the consideration of all who require medical treatment.

There is nothing to hide about Dr. Chase's Medicines and nothing to fear from any legislation which is fair and just. For years we have given a standing invitation to doctors to visit these offices and investigate the formulae of Dr. Chase's Medicines, and whenever doctors have looked into these prescriptions their comments have always been favorable, and in many cases highly enthusiastic in their praise.

Dr. Chase's Almanac Now Goes to Every Home

The task of making known to every household throughout this broad land the merits of Dr. Chase's Medicines is not a light one, as will readily be seen when you consider the number of people who do not read newspapers to any extent, the various languages spoken and the ever-changing population of a new and rapidly growing country. Not the least effective means to this end is the annual mailing of Dr. Chase's Calendar Almanac, which new reaches more than ten million readers, going as it does into all the homes of Canada and to many in the United States.

The special features of this handsome 52-page Almanac are the remarkable accuracy of its weather forecast and the space allowed for the keeping of a diary. Attention has been drawn to the last-named feature by the annual contest in which \$200.00 in gold is given in prizes for the best record of events kept in this Almanac during the year, and such interest has been aroused that the coming of Dr. Chase's Almanac is looked forward to in many a home.

If for any reason Dr. Chase's Calendar Almanac for 1907 has not reached you, it will be sent free on receipt of your name and address by Edmanson, Bates & Co., Toronto, provided you mention where you saw this advertisement.

"Not Confined to Cars" Excuse for Overcrowding

Company Files Its Defence With Railway Board—Is Operating All Cars That Existing Lines Will Stand—Ready to Extend System—And So On, and So On.

The Toronto Railway Company have filed their reply, or defence, with the Ontario railway and municipal board, in the matter of the application filed by the city in regard to the overcrowding of cars. The company, thru McCarthy, Oser, Hoskin & Harcourt, solicitors, declare as follows:

1. The ground of the application is that the cars of the respondent are overcrowded contrary to the following condition of the contract between the parties:

"(38) Cars are not to be overcrowded (as comfortable number of passengers for each class of cars to be determined by the city engineer, and approved by the city council)."

2. The position of the respondent upon the facts hereinafter more fully set forth may be shortly stated as follows:

(a) That overcrowding is inevitable in large cities.

(b) That the rapid growth of Toronto has caused unusual overcrowding of cars, school and house accommodation, as well as upon the street railway.

(c) That the company has been unjustly treated and grossly and maliciously misrepresented.

(d) That the company has within the last three years expended large sums of money, and has made extraordinary efforts to provide accommodation for the public, and has in operation as many cars as the existing lines will accommodate.

(e) That more cars, even if possible, would afford no relief to passengers who are forced to enter cars, which is not asked for by the city.

(f) That the only practicable relief is the construction of new lines, which the company is willing to undertake.

(g) That, while reserving their rights under the contract and their objection to the order asked for, as involved in litigation, and beyond the jurisdiction of the board, the company is willing to accept the order of the board for the construction of the new lines hereinafter referred to.

Overcrowding Admitted. The respondent admits that its cars are for short intervals at certain times overcrowded, but says that such overcrowding is the necessary result of the rapid growth of the city in recent years, and is not alone confined to the street railway system, but is shown by the lack of sufficient facilities for railway travel and sufficient school and house accommodation exists in many other respects. Moreover, it is not nearly so great as in other cities, the fact being that in large cities a certain amount of overcrowding is inevitable, and the respondent refers to the report of the committee of the legislative assembly of the State of New York, dealing with overcrowding of street cars, as follows:

"This condition prevails in some places where cars are run at a headway of 30 seconds. People evidently prefer to submit to the inconvenience of standing or being crowded to waiting for a means of transportation."

N.B.—At certain places and times the headway of cars on the system of the respondent is less than 30 seconds.

4. In the year 1902 the applicant commenced litigation against the respondent with regard to overcrowding, which was terminated by a consent judgment, by which both parties agreed upon the means to be taken to relieve the congestion of traffic is the fault of the city and not of the company, as is shown by the facts herein set forth.

Judgment Obeyed. The respondent has not only carried out the terms of this consent judgment, but has done a great deal more than is therein required, and has within the last four years expended very large sums of money and has placed upon its lines not less than 175 new cars, and has at great expense called in the services of the best street traffic experts on the continent, and has in other ways made extraordinary efforts to provide accommodation for the public. It appears to be thought, however, by persons influential in the deliberations and decisions of the applicant, that the interest of the city is served by embarrassing and injuring the respondent, and that it is a fatal objection to any proposal that it might possibly result in profit to the respondent. As an example, it may be mentioned that in one part of the city the company has not enough cars to use cars which could be otherwise operated, this being entirely due to over four months' delay prior to November, 1906, in issuing permit for a sub-station for transforming Niagara power.

It has in fact been found impossible to endeavor to settle difficulties with the applicant by consultation upon business principles, various persons concerned being intent on their individual interests as politicians and otherwise, and the respondent says that any delay in taking measures which might have been taken to relieve the congestion of traffic is the fault of the city and not of the company, as is shown by the facts herein set forth.

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City Engineer or Manager? The respondent further says that in so far as any delay has been caused by the litigation hereinafter referred to, the same is wholly due to the unfair and unreasonable position adopted by the applicant; because, if the applicant had been willing to allow the city engineer to act as an independent officer, standing between the company and the city and deciding what was fair and proper for both alike, there would have been no litigation, and the company would have agreed with the rulings of the city engineer; whereas the applicant, on the contrary, has always taken the position that the city engineer is a servant acting at the uncontrolled behest of the applicant, and that the contract makes him practically manager of the railway and gives him the right without previous notice or consultation, to issue peremptory orders to the respondent as may from time to time best serve the interests of the individual who momentarily control the policy of the city.

5. The applicant does not complain that the respondent has refused to carry into effect the remedy for overcrowding provided by the contract, as above stated; on the contrary, the applicant has heretofore, with full deliberation, decided not to enforce such remedy, for the reason that to prevent citizens from entering cars would be represented as a greater inconvenience than the overcrowding complained of.

6. The small size of the districts from which the traffic originates in crowded hours, the limit of practicable speed, the necessity for frequent stops and crossing of other car lines, limit the possible use of cars upon the present lines of the company to about the number now in use, but even if, which is not the case, more cars could possibly be used than at present, the overcrowding would not be relieved unless the contract remedy be also enforced, and citizens forcibly compelled to wait for empty cars, and this the applicant will not take the responsibility of seeing for.

New Lines. 7. Apart from the contract remedy, the only possible partial relief from overcrowding lies in the construction of other lines to draw traffic from the existing lines, and this the respondent has long been ready and willing to undertake. Various proposals to this end have been made, but have been obstructed and delayed by the applicant, which has never taken advantage of the provisions of the contract in this regard. A proposal on the part of the respondent for the construction of a new line which would do much to relieve the present situation is now in the hands of the applicant, but there appears to be little prospect of an agreement as to its location, and the respondent, without waiving its rights under the contract to locate and construct lines upon the streets of the city, hereby offers to construct as soon as possible, if ordered by the board, the following lines, which would probably relieve overcrowding so far as is reasonably possible:

Wellington-street—Church to Bay-street—Front to Queen. University-street—Queen to College. West side of Queen's Park—College to Bloor-street. Richmond-street—Victoria to Church. Victoria-street—Queen to Shuter. Shuter-street—Church to Yonge.

In connection with the above a new route would be established between the Union Station and the corner of St. Clair-avenue and Avenue-road.

8. The respondent therefore says that, having regard to the facts above stated, the responsibility for such overcrowding as is in any way avoidable, is upon the applicant, and the respondent respectfully submits for the ruling of the board the question whether the application of the city should be entertained, in view of the fact that the applicant does not desire to enforce the remedy provided by the contract for the alleged breach, merely upon the ground that it would be unpopular, and has neglected to avail itself of the only other provisions of the contract under which the desired relief could be obtained.

As to Additional Cars. 9. With regard to the only order asked for by the application, viz., for the operation of more cars, the respondent further says that such an order to be practicable involves the working out of a new time-table upon the various routes of the company's system, the possibility of which depends, under the provisions of the contract, upon questions relating to routes, time-tables, speed and stops, as to all of which litigation was commenced prior to the establishment of the board, and is now pending before his majesty's privy council, in which the applicant is seeking to obtain an order compelling the respondent to operate more cars, the ground of complaint of the applicant in such litigation being the refusal of the respondent to put into operation a scheme of routes and time-tables, peremptorily ordered by the city engineer without consultation or discussion, which scheme moreover the respondent asserted to be, as it in fact was, utterly unworkable, and the respondent respectfully submits that the order applied for is so necessarily connected with questions which are in litigation, and outside the jurisdiction of the board, that an application for it ought not to be entertained until after the final judgment in such litigation, which will not be long delayed.

10. And the respondent further says that the applicant has from time to time during the progress of the said litigation commenced actions for statutory penalties in respect of the subject matter thereof, and of this application, and ought not to be allowed to pursue inconsistent remedies concurrently.

A Sharing of Responsibility. 11. And the respondent, further says that the applicant, not alleging any breach of the provisions of the contract in the preceding paragraph referred to, is seeking upon this application to obtain the same object, and to procure the same order as sought in the said litigation, while at the same time deliberately neglecting the remedy therof, and other means of relief contained in the said contract, and the respondent respectfully submits that no order involving a change of time-table should be made upon this application until after final judgment in the said litigation.

As to the Responsibility. 12. And the respondent, again alleging, as the fact is, that the order asked for is not only impracticable but useless and ineffective to prevent overcrowding, unless combined with the order for the forcible prevention of citizens from getting on cars, and, further, that the applicant has wilfully neglected and refused to take advantage of provisions of the contract under which relief might be obtained, further and has neglected to avail itself of the only other provisions of the contract under which the desired relief could be obtained.

FARMER IS BADLY INJURED IN RUNAWAY ACCIDENT. Lindsay, Jan. 30.—(Special.)—A well-to-do farmer of Downeyville, named Flynn, was almost killed in a runaway here this afternoon. Flynn was returning home from the mill with a load of grain, and his horse became frightened and ran away, upsetting the sleigh and catching the occupant underneath. Flynn was dragged nearly three blocks. He is at present in the Ross Hospital.

Mr. Emerson's Janit. Lachute, Que., Jan. 30.—Hon. H. R. Emerson, minister of railways, came down from Ottawa by C.P.R., arriving here at 9 o'clock, to be present at the annual tea meeting held in the Baptist Church here. He will return to Ottawa in the morning.

\$9,000,000 for Furnishings. Harrisburg, Pa., Jan. 30.—A resolution calling for an investigation of the expenditure of \$9,000,000 for furnishing and decorating the new state capital, which passed the house Monday night, was adopted by the senate to-day and signed by the governor.

CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of *Wm. D. Galt*

STOMACH TROUBLES To wrong action of the stomach and impaired digestion a host of diseases owe their origin. When the food is imperfectly digested the full benefit is not derived from it by the body, and then stomach troubles start to appear. Thus you become thin, weak, nervous and debilitated, energy is lacking, brightness, snap and vigor are lost and in their place come dullness, dizziness, loss of appetite, depression and languor. The great point is to get the stomach back into good shape again so it can properly digest the food, and the easiest, quickest and best way to do it is by the use of

BURDOCK BLOOD BITTERS Miss Lizzie Purloite, Jacquet River, N.B., writes: "I was very much troubled with my stomach and did not know what to do. I consulted several doctors, got medicine from them, but all to no purpose, and was constantly growing worse. One day I had the good luck to meet with a friend who had been troubled in the same way as myself. My friend told me of the wonderful cure Burdock Blood Bitters had with him, and I took two more and am completely cured, and I shall ever sing the praises of B.B.B."

Price \$1.00 per bottle or 6 bottles for \$5.00.

"UNIVERSAL PROVIDER" LEAVES MILLIONS TO POOR

William Whitely Said to Have Bequeathed \$5,000,000 for Homes for Aged.

London, Jan. 30.—Unusual public interest in the tragic death of William Whitely, who was shot and killed in his great department store Jan. 24 by Horace George Rayner, was shown by the scenes at the funeral of the merchant this morning.

Long before the hour for the ceremony thousands of persons gathered about the Whitely residence and dense masses lined the streets leading to the church. Most of the shops in the Westbourne Grove district kept their shutters up and over a hundred carriages followed the hearse to the cemetery. Four of these were laden with floral wreaths.

According to the newspapers, Mr. Whitely bequeathed the \$5,000,000 to provide almshouses and homes for the aged and deserving poor.

FIVE-YEAR MARINE CONTRACT. Kingston, Jan. 30.—The Montreal Transportation Company has made a five years' contract with the Dominion Iron and Steel Company to carry mail from Sydney, C. B., to Port Arthur.

Two new steamers are being built on the Clyde to put into the trade. Grains will be carried back to Montreal, and cargoes there taken on for maritime ports. The boats will have all the up freight they can carry.

Methodist Y.M.C.A. The eastern rally of the association will be held in Woodgreen Tabernacle to-night. Rev. Richard Whiting of Hamilton will speak, and the Victoria Glee Club will sing.

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