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**Carter's**  
Little Liver Pills.

Must Bear Signature of

*Dr. J. C. Carter*

See Pac-Smills Wrapper Below.

Very small and as easy to take as sugar.

**CARTER'S LITTLE LIVER PILLS.**

FOR WEAKNESS, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLOW SKIN, FOR THE COMPLEXION.

CONSTITUTION STRENGTHENED.

PURELY VEGETABLE.

CURE SICK HEADACHE.

### Cook's Cotton Root Compound.

Ladies' Favorite. Is the only safe, reliable regulator on which woman can depend. In the hour and time of need. Prepared in two degrees of strength. No. 1 and No. 2. No. 1—For ordinary cases is by far the best dollar medicine known. No. 2—For special cases—10 degrees stronger—three dollars per box. Ladies—ask your druggist for Cook's Cotton Root Compound. Take no other as all pills, mixtures and imitations are dangerous. No. 1 and No. 2 are sold and recommended by all druggists in the Dominion of Canada. Mailed to any address on receipt of price and four 2-cent postage stamps. The Cook Company, Windsor, Ont.

No. 1 and No. 2 are sold in Chatham by all Druggists.

### Fire, Life and Accident.

Money to loan at lowest rate of interest. . . .

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WE HAVE ON HAND  
A LARGE SUPPLY OF  
**LIME,  
CEMENT,  
SEWER PIPE,  
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of Post Office

## Y-Don't

you have a neat **Photo**  
of yourself taken at the

**GIBSON STUDIO,**  
Cor. King and Fifth Sts

**The Chatham Loan and Savings Co.**  
Capital, \$1,000,000.  
INCORPORATED, A.D. 1881.

**Money to Lend on Mortgages**  
Apply personally and secure best rates and low expenses. Deposits of \$1 and upwards received and interest allowed.

Debentures issued for three, four or five years with interest, Coupon payable half yearly. Executors and Trustees authorized by Act of Parliament to invest Trust Funds in the Debentures of this Company.  
S. F. GARDNER, Manager.  
Chatham, November 30, 1903.

## WHY CANADA WANTS A NATIONAL RAILWAY.

Sir John Macdonald—says Lady Macdonald, in an article she wrote some years ago—was in favor of the construction of the Canadian Pacific Railway as a Government work, but did not proceed with it on that basis, because he did not feel the country could then undertake a task which involved so much money. In the session of 1879 the National Policy Government proposed that the country should build the Canadian Pacific, paying for it out of the sale of lands, 100,000,000 acres being set aside for the purpose.

This measure was superseded in 1880 when the syndicate offered to take over the enterprise, and to hurry it through. We have one company-owned road crossing the continent to-day. Another, the Canadian Northern, is moving forward with the Pacific as its goal. A third, the Grand Trunk, offered to go in, and in return for a small subsidy to pass all its western business over to our Canadian ports.

It has always been felt that a Government line, especially a line that should give traffic to our Intercolonial Railway, and should promote the interests of Canadian ports, is something that the future has in store for us. Such a line would make the present Government road in the east and west good rates. It would protect us from a combination. It would build up our own shipping. It would promote the national interests generally.

While private railway enterprise has been aided, and while legitimate undertakings may fairly claim such consideration, care has been taken hitherto to leave the way open for the Government road when the country should be prepared for it. It was in conformity with this policy that the intercolonial was extended to Montreal by the present Government, and that the project of continuing it to the Georgian Bay was mooted. Let it be remembered that the idea of having a through Government road, in continuation of the Intercolonial, had been generally entertained, and that up to the year 1903 no Government or party did anything that would be calculated to interfere with such an undertaking.

Here we have the basis for the objection Mr. Borden registers against the Grand Trunk Pacific scheme, as propounded, not by the Grand Trunk Company, but by the Ottawa Ministers. The original Grand Trunk project was moderate. It would have cost us relatively little—a mere bagatelle. It might have been entered into, and there would yet have been room for the Government road at no distant day.

The new proposition casts aside the moderate plan, and gives to the private railway, at the public expense, the public enterprise for which both the east and the west have looked. To put the case in brief, the country has said that it will yet extend its own railway across the continent, and that it will have a national-owned line. The Government steps in, provides for the building of this very railway, and while charging us for it, agrees to pass it over to a private company with foreign terminals, and to shut out any hope of a publicly-owned line forever.

As to the fact that the country pays for this road, there can be no doubt. We build the eastern and the larger section, and we rent it to our tenants for seven years for nothing, for three more years at the same figure, for forty further years at 3 per cent, on the cost, and for fifty more years at no higher charge. We guarantee three-fourths of the cost of the western half, and pay seven years' interest on one section.

The public investment is, as Mr. Borden points out, not a cent less than \$150,000,000, or nine-tenths of the total expense, and when we have committed ourselves to that huge sum, and have invested the cash, the road is private property, and is without public supervision that such as appears to any other private road built with the money, not of the people, but of the owners. More than this, the publicly-owned road was to find its termini in our own country, whereas the publicly-built, but privately-owned road finds its Atlantic port in the United States.

What we are faced with is a huge public expenditure for a great road, which the country shall neither own nor control, an expenditure which is designed, not only to provide a railway for a private company to possess and to profit by, but to destroy for a century, and possibly for ever still, the hope that the national undertaking for which the country has looked shall be entered upon. This is a vital point in the campaign.

Mr. Borden asks if we are prepared to pay \$150,000,000 for a railway that somebody else is to own, or whether we would not prefer to add the small amount which the company is to contribute, and to own the road ourselves?

Shall we build a railway to destroy our own publicly-owned line in the east, to postpone its extension for ever, to make Portland the port of Canada, and to give wealth to a number of very excellent gentlemen?

Or shall we add the little difference between the actual price of the line and what we have to pay towards it, and own the line, building up our own ports and our own railway, keeping down rates, and giving the profits to the people?

## INTERESTING FACTS

For Nearly Every Man, Woman or Child.

A short time ago we published an article recommending to our readers the new discovery for the cure of Dyspepsia, called Stuart's Dyspepsia Tablets, and the claims then made regarding the wonderful curative properties of the remedy have been abundantly sustained by the facts. People who were cautious about trying new remedies advertised in the papers and were finally induced to give Stuart's Dyspepsia Tablets a trial were surprised and delighted at the results. In many cases a single package costing but 50 cents at any drug store made a complete cure and in every instance the most beneficial results were reported. From a hundred or more received we have space to publish only a few of the latest, but assure our readers we receive so many commendatory letters that we shall publish each week a fresh list of genuine, unsolicited testimonials and never publish the same one twice.

From James Y. McMeister, La Crosse, Wis.: Stuart's Dyspepsia Tablets are doing me more good than anything I ever tried and I was so pleased at results that I gave away several boxes to my friends who have also had the same benefit.

From Jacob Anthony, Portmurray, New Jersey: I have taken Stuart's Dyspepsia Tablets with the best results. I had Dyspepsia for six years and had taken a great deal of medicine, but the Tablets seem to take right a hold and I feel good. I am a farmer, a lime burner and I heartily recommend to everyone who has any trouble with his stomach to use these Tablets.

From Mrs. M. K. West, Preston, Minn.: I have received surprisingly good effects from using Stuart's Dyspepsia Tablets. I gave one-half of my last box to a friend who also suffered from indigestion and she had the same good results.

From Mrs. Agnes K. Ralston, Cadillac, Mich.: I have been taking Stuart's Dyspepsia Tablets and I am very much better, and feel very grateful for the great benefit I have received in so short a time.

Stuart's Dyspepsia Tablets are a certain cure for all forms of indigestion. They are not claimed to be a cure-all, but are prepared for stomach troubles only, and physicians and druggists everywhere recommend them to all persons suffering from Nervous Dyspepsia, sour or acid stomach, heartburn, bloating or wind on stomach and similar disorders.

## DESERTED BOOM TOWN IN THE SOUTH.

On the line of the Cincinnati Southern Railway is a deserted town located in a field of corn, containing an enormous hotel building, a brick building, and a hotel line railway. There is not a soul in the place. The train does not even whistle while passing the station, from which the incandescent globes have never been removed.

This is the town of Cardiff, whose mushroom growth is explained by the fact that ten or twelve years ago there was a wonderful boom in the coal and mining industry in the South. As a result, town sites were recklessly selected by land sharks. Cardiff was simply a cornfield converted into a town. But it was doomed to failure from the start, since two rival towns were located in better situations near by. After an exciting struggle for existence extending over nearly a year, the town of Cardiff succumbed to the inevitable, and was completely deserted.

## TROUT FISHING

.....IN JAPAN

Some interesting facts about angling in Japan are given by a Canadian, who was engaged in business there. The common trout of Japan, the iwana, is probably our brown trout. The fish range in size from one to three pounds, but though hatcheries have been producing large batches of the young fry for nearly forty years, the difficulty in finding faithful game-keepers has given poachers the opportunity of keeping down the numbers of the fish, so that fishing is by no means profitable near the chief cities.

Strangely enough, the common method of fishing in Japan is one sometimes found among the French-Canadian inhabitants along the banks of the St. Lawrence. A long line with ground bait attached is fastened to a pole which is set leaning in a crooked stick either on the bank or in a boat, and a bell is so hung to the rod that when a fish bites the bell rings, and the victim is quickly yanked out by main strength. Running tackle and reels are almost completely unknown in that country, even for trolling or fly fishing.

People who are cautious about trying new remedies advertised in the papers and were finally induced to give Stuart's Dyspepsia Tablets a trial were surprised and delighted at the results. In many cases a single package costing but 50 cents at any drug store made a complete cure and in every instance the most beneficial results were reported. From a hundred or more received we have space to publish only a few of the latest, but assure our readers we receive so many commendatory letters that we shall publish each week a fresh list of genuine, unsolicited testimonials and never publish the same one twice.

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## THEN THE CAPTAIN GREW IMPATIENT

When a Mississippi river steamboat has passed Cairo, bound down, there is no opportunity to obtain deck-hands till Memphis is reached. Consequently the colored roustabouts have things all their own way in that short space.

On a recent trip the passengers came on deck at Hickman, Ky., to find the steamer lying idle, and the crew reposing peacefully on boxes and bales on deck, and on the sloping bank.

"What's the matter?" some one asked the captain.

"Niggers struck for two hours' rest," he replied, patiently.

After many vexatious delays the vessel reached Caruthersville, Mr. and there it lay in idleness the next morning when the passengers came out.

"What's wrong?" again asked one passenger.

"Niggers struck for bread rolls for breakfast. Say they're tired of hard work," said the officer, still without vexation.

A third morning the awakening passengers found their vessel again moored by the riverside, this time at Bartfield, Ark. On the bank were the roustabouts, holding a noisy meeting.

"Strike again?" asked a passenger.

"No, sah," replied the captain, "but there's going to be. The niggers are up on the bank, tryin' to decide what they'll strike for next. I'm right cross at 'em though, and if they don't agree pretty soon I'm going to cut and leave 'em and deliver my freight on the way back."

## DOMESTIC HINTS.

In making cheese sandwiches put the yolks of two hard boiled eggs into a basin with a tablespoon of butter; beat them up together until quite smooth; add a quarter of a pound of grated cheese, with a seasoning of salt, pepper and mustard. Mix all together and spread between slices of bread and butter.

For boiled beetroots wash the best thoroughly but carefully so as not to let it bleed. Put in a pan with plenty of salted boiling water, and boil for one hour. Take out and skim at once. Slice into a vegetable dish. Have ready in a saucepan a little melted butter and vinegar. Boil up, pour over the beet, and serve.

Always dry potatoes well before frying them, and see that the dripping has a faint smoke arising from it before putting them in. They must be drained on paper when a nice bright brown, and dusted with salt and pepper. They are always great favorites, and make a nice change from the everlasting boiled potatoes, cooked, alas! so often badly.

Apart from its value as a cleansing agent, the simple hot bath is very beneficial in its soothing effects. A hot bath taken just before going to bed acts as a powerful sleep producer. A hot bath taken when one is fatigued very often tends to stimulate the flagging vital energies, though a too prolonged stay in such a bath may produce still greater debility.

## Surprise

is stamped on every cake of Surprise Soap. It's there so you can't be deceived. There is only one Surprise. See to it that your soap bears that word—

**Surprise**

A pure hard soap



## HE SCORED OFF WHISTLER.

One of the keepers at Windsor on one occasion scored neatly off the late James McNeil Whistler, who was making a study of a picturesque clump of oaks.

Mr. Whistler could not endure to have anyone watch him while he was painting. He turned sharply to the intruder, with the fixed and angry stare peculiar to him.

"You are!" he exclaimed. "You loutish clodhopper! Don't you know better than to stand there annoying me? What possible interest can you take in what I am doing?"

"Bless me," cried the man, "don't get excited, sir! I meant no harm; but I never in all my life, sir, saw an artist painting two pictures at once!"

"Two pictures?" exclaimed Whistler, bewildered.

"So I said, sir," replied the keeper quietly: "and I'm blessed, sir, if I don't like the one you've got your thumb through the best of the two!" And he pointed to the great palette, smeared with every conceivable tint, that Mr. Whistler held in his left hand.

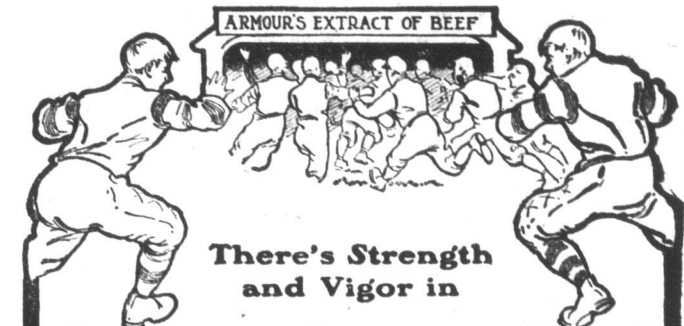
## SING A SONG OF SIXPENCE.

We all know "Sing a Song of Sixpence," but few know what this rhyme really means. The four and twenty blackbirds represent the 24 hours. The bottom of the pie is the sky that over-arches it. The opening of the pie is the dawn of day, when the birds begin to sing and surely such a sight is fit for a king.

The king, who is represented sitting in his parlor, counting out his money, is the sun, while the gold pieces that slip through his hand are the sunbeams. The queen, who sits in the parlor, is the moon, and the honey is the moonlight.

The industrious maid, who is in the garden at work before her king—the sun—has arisen is the day dawn, and the clothes she hangs out are the clouds. The bird who ends the song by nipping off her nose is the sunset. So we have the whole day, if not in a nutshell, in a pie.

Why not teach the children the meaning of the pretty rhyme, which is such a favorite with them all?



There's Strength and Vigor in

**Armour's Extract of Beef**

It contains all the muscle-building, nerve-feeding virtues of prime roast beef in a form that is readily digested. It keeps the whole system in perfect physical condition—is an ideal stimulant for athletes in training. Just what is needed to brace up tired muscles and relieve fatigue. Brain workers find a cup of Armour's beef tea tones and stimulates. No trouble to make, just one quarter-teaspoonful to cup of hot water. SOLD BY ALL GROCERS AND DRUGGISTS.

**ARMOUR LIMITED.**  
SOLE PACKERS & SHIPPERS  
FOR CANADA, TORONTO



ASPARAGUS—Armour's Extract of Beef flavored with asparagus. Is a delightful seasoning for salad dressings.

## Superior

**Sarnia Salt**

Direct from our own well

**\$1==Per Barrel==\$1**

**The Canada Flour Mills Co., Limited.**

PHONES 18 or 19.

## Our Specialties!

Whole Wheat Flour  
Graham Flour  
Gluten Grits

"Beaver" Flour, Manitoba Flour, Crushed Oats, Rolled Barley, Coarse Grains and Millfeeds of all kinds.

Windsor and Rice's Fine and Dairy Salt.  
Windsor Grainer Salt \$1.00 per barrel.

Woolen Goods of the Best Quality.

**T. H. Taylor & Co., Ltd.**

PHONE 1.

## Discriminate

"Clothes don't make the man; but they make all of him but his hands and face, and that's a pretty considerable area of the human animal."

Letters of A Self-Made Merchant

Men who wear

**"Progress" Brand Clothing**

always look well; others pay a tailor twice as much, and never look well. High prices don't always mean high quality. DISCRIMINATE. Buy clothes that set the styles—that set the standard of fine tailoring—that are guaranteed by maker and retailer. In other words, buy "Progress" Brand Clothing.



Sold by Leading Clothiers throughout Canada.

Progress Brand Clothing may be had from  
**C. AUSTIN & CO.,** Market Square, Corner of King St., Chatham, Ont