

Despaired of Life at 50 Strong and Well at 70

Mr. Jacob H. Mackey, 336 Midland Ave., Midland, Ont. writes—



"I have used Dr. Chase's Kidney-Liver Pills for over 20 years and I feel that I owe my life to them. I suffered severely from rheumatism and heart failure. One doctor just gave me one year to live, and even told me I might be found dead at any time. A neighbor advised Dr. Chase's Kidney-Liver Pills and I have been using them as needed ever since. I am now 70 years of age, weigh 217 pounds and can work as well as any young man."

Dr. Chase's Kidney-Liver Pills
One pill a dose, 25c a box, all dealers or Edmondson, Bates & Co., Ltd., Toronto.

At all Dealers.
GERALD S. DOYLE, DISTRIBUTOR.

SIDE TALKS.

By Ruth Cameron.

WHY I DO IT.

A Reader—
Friend—
I write too much about women's clothes.
She says women ought not to think so much about clothes, and that I ought to encourage them to.

I don't suppose it ever occurred to me to write, "if women would stop their minds to wear some uniform dress, how much money they would save for their purposes."

My friend, I wish to state that I am quite so much of a sinner as you appear to think me. I had that same thought many times.

(an) Ton Visualize Her!
I am in a restaurant the other night looked about me. There was a large woman at the next table, and on a dark blue dress and a large hat, but was blue with silver feathers on it. She wore silver beads. She was a plain woman, but she had a look of a queen, and yet I could visualize nothing out of those clothes with the least care. I could imagine her from her shop to shop, to get just what she wanted, and earnestly staring with her milliner to produce a hat that would go with both coat and coat. And then solemnly she would nod.

The next table were two pretty women in blue clothes and coats, and more obviously their deep color at all the other tables sat young and old, whose coats and hats and gloves and beads and stockings and shoes had been taken from their great absorbing interest to their purses and wearers.



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The Situation of The West Coast.

AS VIEWED BY CANADIAN PRESS CORRESPONDENT—PEOPLE FACE DARKEST DAYS IN HISTORY OF COLONY.

ST. JOHN'S, Nfld.—(By Canadian Press)—Just now the attention of the Newfoundland authorities is directed, perhaps hopelessly, to the unhappy plight of the people who inhabit the lonely stretches of shore line on the Western side of the Colony, from Bonne Bay north. Winter at the best, deals severely with those isolated settlements, where transportation, both by land and sea, is halted by the rigorous weather conditions, but this season a combination of evil circumstances render their situation almost tragic. Their troubles began with, and still focus around, the failure in delivery of the cured herring supplies at Bay of Islands. Unprecedented frosts set in soon after the first of December and the herring fleet, taken off-guard, got caught in the ice and there the boats remain, seven of them, with thousands of barrels of herring in their holds that may never be delivered, while on shore the fisherfolk who toiled during the season to take the fish from the sea, await in many cases, with bare larders and empty pockets, the on-rush of winter. Some of the vessels had taken on their cargoes and others were waiting to load, when the frost king swooped down upon them weeks before experience had taught the shipping men to expect such demoralizing weather conditions. The entire Scotch cure at Bay of Islands this season is estimated at 9,600 barrels as compared with last year's pack of 25,000 barrels. Almost the whole of this stock remains unshipped, while there is a good demand abroad if there was any means of transportation. Meanwhile the packers cannot pay the fishermen who depended on the returns from the herring fisheries to keep them during the winter months.

THE DEATH OF PITT.

Parliament opened gloomily on Tuesday, January 21, 1806. The total failure of Pitt's new Continental coalition, the surrender of Ulm, the battle of Austerlitz, the retreat of Austria into peace, with Napoleon, and of Russia into her northern snows, Germany, Italy, Switzerland, Holland, and Belgium nearly all continuing prostrate at the feet of Napoleon, notwithstanding all the money spent afresh to stimulate the Continental nations to do their own business and take care of themselves, were killing Pitt, and had driven the King again to the verge of madness. Pitt had sought, for renewed health at Bath, but his salutary waters and atmosphere had failed to repair the ravages in a constitution destroyed by rich dinners, late hours, hard drinking, and the mortification to a proud spirit which the utter failure of his great and absurd Continental system had produced. On the evening of the 21st, notwithstanding some symptoms of rather a favorable nature, which occurred in the morning, the fever returned with increased violence, and the physicians agreed that recovery was hopeless. This opinion was communicated to the Bishop of Lincoln and upon Mr. Pitt being informed by him of his precarious state, he instantly expressed himself perfectly resigned to the Divine will, and with the utmost composure asked Sir William Farquhar, who was present, how long he might expect to live. The Bishop of Lincoln sat up with him. During

SAGONA AND STANLEY TOO LATE

Warnings of the dread circumstances that threatened the Western Shore people, were sent to St. John's, when it was seen that the waterways were freezing up with such rapidity, and everything possible was done by the Government, headed by the Rt. Hon. Sir Richard Squires. The steamer Sagona reached the scene in quick time, at the instance of the Minister of Marine and Fisheries, Hon. W. F. Coaker, and succeeded in freeing one hundred of the two hundred nets that had been frozen in. Of the remainder, fifty fleets sank with the weight of the herring in them and fifty more could not be reached. Then the Canadian Government ice-breaker Stanley was sent up to break the ice and free the imprisoned herring fleet. But it was too late. The Stanley, after a strenuous but hopeless effort, was forced to steam south and leave the situation unrelieved. Now the weather is in complete control of the situation. Rail transportation facilities are practically demoralized because of heavy snowstorms and there are reports that there are many homes of fishermen are without food, or the money to buy it, and in some cases there is no food to buy. Carcasses of supplies are piled up at Curling and Port aux Basques with delivery impossible owing to lack of facilities. The coastal vessels have been cancelled because of the ice barrier. By hauling the herring supplies many miles to a railway centre shipments will be made to cover a small part of the demand, but it is feared such operations will prove too expensive to bring any advantage to the fishermen and packers. It is stated by some who are familiar with conditions on the Western Coast, that the people scattered along the shore line from Bonne Bay North, face the darkest days in the history of the colony.

Hear the latest Dance Music at the Star of the Sea Hall on Tuesday next, 23rd inst. Prizes awarded for best dancers.

Jan 20, 21

Makes a Family Supply of Cough Remedy

Really better than ready-made cough syrup, and costs about 1/2 cent.

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An Act of Mercy

BY ITALIAN LINER ON HIGH SEAS

Conte Rosso Goes On Course to Take Sick Man From Freighter so as to Save His Life By Operation.

NEW YORK, Jan. 12.—Radio-to-day brought the story of an act of mercy performed on the high seas when the Lloyd Sabaud liner, Conte Rosso, ran 150 miles off her course to pick up a seaman on a freighter whose life could be saved only by an immediate operation.

The Conte Rosso left Naples for New York on January 4th. She was coming over the Southern line when a radio message was received from the United States Shipping Board steamship Eastern King, that a member of her crew was seriously ill, and that an operation was imperative within twelve hours if his life was to be saved. The vessels were not within sight of each other at the time, and the captain of the freighter lowered a small boat and succeeded in getting the patient into it. The transfer to the Conte Rosso was made in safety, and the sick man, an American seaman, was taken on board.

The Conte Rosso had a staff of three doctors, and well equipped operating room. Everything was in readiness for the patient. He was taken at once to the operating table, and within an hour he had been successfully operated on.

As soon as he got the position of the Eastern King, Capt. Cignoni, of the Conte Rosso, changed his course, and headed in a northeasterly direction. Late in the day the two ships came in sight of each other. There was a rough sea running at the time, but the crew of the freighter lowered a small boat and succeeded in getting the patient into it. The transfer to the Conte Rosso was made in safety, and the sick man, an American seaman, was taken on board.

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