

**If You Want
Light, White Bread
and Light, Tasty Pastry**

every time you bake—use **Beaver Flour**.
If you want a flour that makes the Best Rolls
and Biscuits—and the Best Cakes and Pies—use
Beaver Flour.
If you want flour that yields the most Bread
and Pastry to the barrel—use **Beaver Flour**.
Beaver Flour is a blend of Ontario and
It contains the nourishing gluten and other
food properties of Manitoba wheat and the
famous pastry-making qualities of Ontario wheat.
You really get two flours in one—and the best
of both—when you buy **Beaver Flour**.

At Your Grocer's.

Dealers, write for prices of all kinds of Feeds, Coarse
Grains and Cereals.
T. H. TAYLOR CO., Limited, Chatham, Ont.

Bridgetown Clothing Store.

We invite you to in-
spect our
READY TO WEAR CLOTHING.
in Men's, Youths' and
Boy's Suits, White and
Fancy Shirts, Hats and
Caps and a complete
range of everything in
the Men's Furnishing
line. Our spring stock
is now about complete
and we know we can
suit all, both in price
and quality.

J. Harry Hicks, QUEEN ST.

NEW CARRIAGES.

I have bought a carload of first class carriages direct from
the factory of A. S. Fillmore, South Hampton, N. S., and I
have a number of styles to select from including several up-
to-date cushion rubber tread carriages. These goods are thoroughly
built by competent workmen in our own province and
deserve your patronage. Give me a call and look over the goods
and I think you will be satisfied.

F. B. BISHOP, Lawrencetown

Spramotor accessories of all kinds in stock at my office.

EXPERIENCE THE BEST TEACHER

An experience of nearly fifty years in the
jeweler's business, has given our patrons a con-
fidence in our work which we feel is justified
by results. If you have a watch out of repair
and others have failed to make it "go" try us.

J. E. SANCTON

The Manufacturers Life in 1907
A Comparison Showing Remarkable Progress.

ITEM	1906	1907	INCREASE
Net Premium Income	\$1,847,286.06	\$2,011,973.53	\$164,687.47
Interest and Rents	326,636.06	420,982.81	94,346.75
Total Income	2,173,922.12	2,432,956.34	259,034.22
Assets	8,472,371.52	9,459,230.69	986,859.17

Insurance in Force Dec. 31, 1907—\$51,237,157.00
No other Canadian Company has ever
equalled this record at the same age.
General Agent, Western Nova Scotia.

**AMERICAN LINER CRASHES
INTO BRITISH CRUISER
IN DENSE SNOW-STORM**

SOUTHAMPTON, April 25.—The American line steamship St. Paul, which left Southampton on her regular voyage for New York this afternoon in a dense snow storm, rammed and destroyed the British second class cruiser Gladiator, off the Isle of Wight. The first reports stated that 100 of the crew of the Gladiator's crew had been drowned, but the latest intelligence reduces the number to 28 dead or missing. The exact extent of the disaster, however, cannot be ascertained now. No one on the St. Paul was killed or injured, but the bodies of Steward Vickers, Walter Cowdry, and a Maltese steward named Debra, all attached to the cruiser, have been brought ashore. One officer, Lieut. William Graves, an Irishman, who attempted to swim to land, is missing and eight injured have been taken to the military hospital at Colton Hill for treatment. It is believed that only a few others are unaccounted for.

DEAD AND MISSING
NUMBER TWENTY-EIGHT.
The admiralty lists to-day issued a revised list of the names of the victims, which includes an additional death in the hospital, bringing the total of deaths known up to fifty. Twenty-three men are missing, according to the list and six are suffering severe injuries. The secretary of the admiralty expresses fears that eight others are still missing, but is unable to give the names as yet. Divers to-day searched part of the sunken cruiser for bodies, but did not find any. The opinion among the diving officers appears to be that the wreck of the ship is so unrecognizable that the accident was unavoidable, being one of the chances of the sea which all seamen must risk. There will be the usual naval court of inquiry by the admiralty, but the officers of the ship refuse to discuss the affair until they give their testimony officially. All witnesses to the affair agree that both crews behaved as well as possible. Captain Passow after the loss of the torpedo boat on April 21st, which was sunk by the cruiser Bowditch off the Isle of Wight, was being drowned, the sinking of the Gladiator is a severe blow to the British navy.

STEAMSHIP DELAYED WAITING FOR SNOW-BOUND TRAIN.
The St. Paul left Southampton at half past twelve o'clock, she was in her usual time of sailing, the delay being due to the late arrival of the passenger train which was delayed by snow drifts on the trip from London. The weather was comparatively clear in Southampton waters, but immediately the St. Paul turned into the Solent, which was parallel to the Isle of Wight, she encountered a fierce blizzard. Captain Passow and his chief officer with the American line's regular pilot, were on the bridge and a lookout man was posted in the bows. Suddenly, a ship appeared immediately in front of them. It was the Gladiator at anchor. "Instantly full speed astern" was ordered, and everything done, but it was too late.

STEAMER ST. PAUL RAMS THE GLADIATOR.
The St. Paul's sharp stem rammed the anchored vessel amidships. The liner's masts and rigging and her passengers rushed on deck in great alarm, the women on the verges of panic. The officers and crew acted with the greatest coolness and alacrity in the face of the disaster. The St. Paul's boats were lowered within a few minutes to rescue the crew of the Gladiator, which had sustained a death blow, for the cruiser began to sink at once.

Her men gave a magnificent display of discipline. At the captain's command they formed in line on the deck and stood in ranks while the orders successive batches marched to the gangways and entered the St. Paul's boats until practically the whole crew had been taken off and landed at Yarmouth, on the Isle of Wight.

CRUISER'S CAPTAIN LAST TO LEAVE THE SHIP.
The Gladiator's crew numbered 450 men, and Captain Walter Lumsden, true to naval traditions, was the last to leave his ship. Only a few men then were missing, and it was thought that most of them had been saved.

A Doctor's Statement
Baie St. Paul, C.C., Qu.,
March 27th, 1907.
"Dr. T. A. Bloom, M.D.,
Toronto, Ont.
My many thanks for Psychine and Oxomistion. I have used them with very great satisfaction both in my own case and in that of my friends. It affords me much pleasure to recommend a remedy which is really good in cases for which it is intended. I am, yours very truly,
DR. ERNEST A. ALLARD.
Doctors recognize that Psychine is one of the very best remedies for all throat, lung and stomach troubles and all run down conditions, from whatever cause. It is the prescription of one of the world's greatest specialists in dis-

saved. The officials of the American line say that 15 first class passengers and 50 second and third class passengers boarded the St. Paul at Southampton, the majority of those who had booked passage to New York having decided to join the ship at Cherbourg.
THE ST. PAUL HAS A GOOD RECORD.
NEW YORK, April 25.—One of the few transatlantic liners flying the American flag, the St. Paul has distinguished herself in many respects. During the Spanish-American war, she and the St. Louis, her sister ship, were chartered by the government and turned into armored cruisers. The St. Paul was commanded by Captain Charles Sigbee. Off the mouth of the harbor of San Juan, in June, 1898, she was attacked by the Spanish torpedo boat Terror, accompanied by a gun boat. The St. Paul opened fire and in a half hour's fight several shells struck the Terror. One of them raked her fore room and the Terror fled.
At another time the St. Paul shelled the Spanish cavalry which contested her landing. She also acted as a troop ship, carrying the 8th regiment to Cuba and the 4th Ohio to Porto Rico. She was built by William Cramp and Sons, of Philadelphia, in 1896. Her fastest time was six days 31 minutes.
GLADIATOR'S DISCIPLINE WAS MAGNIFICENT.
Interesting details concerning the collision between the St. Paul and the cruiser Gladiator in the Solent yesterday and of the rescue of the men of the British cruiser were told today by various of the passengers of the liner. J. T. Hills, of London, speaking of the delay in lowering the boats from the St. Paul, said:
"In response to our offer of assistance, the captain of the Gladiator replied that it was not [Continued on page 2.]

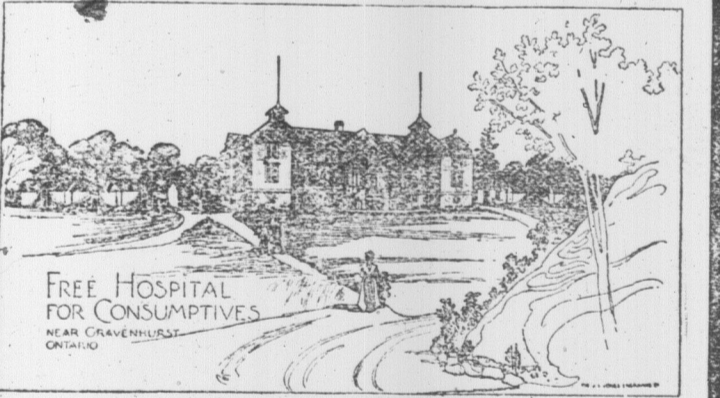
**CHAMBERLAIN'S HAS THE PRE-
FERENCE.**
Mr. Fred C. Chamberlain, a prominent druggist of Portsmouth, Va., says: "For the past six years I have sold and recommended Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is a great remedy and one of the best patent medicines on the market. I handle some others for the same purpose but I pay me a larger profit, but I give it the preference." For sale by W. A. WARREN, BRIDGETOWN, W. WADE AND BEAR RIVER DRUG STORE, BEAR RIVER.

OUR NEW COURSES OF STUDY
Are filling our rooms to the doors. See the combination: Loose Leaf Systems, Card Systems, Duplicating Systems, Modern Method of accounting, Isaac Pitman Shorthand.
Catalogues to any address.
S. KERR,
Principal,
044 Fellows Hall

WANTED.
A LARGE QUANTITY OF
**HIDES, PELTS, CALF SKINS
& TALLOW**
Cash paid at the
Highest Market Prices.
MCKENZIE CROWE & Co., Ltd.

"A Kingly Gift"
EARL GREY'S APPEAL
On behalf of Needy Consumptives
Strong words of Canada's Governor-General

At the official opening of the King Edward Sanatorium for Consumptives, near Toronto, His Excellency delivered an address that must have an important bearing on the future of the sanatorium movement in Canada. We quote:—
"The proceedings this afternoon commenced with a beautiful and reverent prayer from your old friend, Dr. Potts. He prayed that the light of the Lord might shine upon us. That prayer is abundantly answered. He also prayed that the White Plague might be removed. Well, whether that prayer will be answered or not depends upon yourselves."
"Is it not a standing shame and reproach to the governments and individuals that there is not more care taken by the people of Canada to protect themselves against the curse of consumption?"
On his way out to the King Edward Sanatorium, so named by permission of His Majesty King Edward VII—the Governor-General's car was stopped in its progress outside the Canada Cycle & Motor Co. by a large crowd of its employees. A contribution of one hundred dollars was handed to the Governor-General, a donation to the Toronto Free Hospital for Consumptives.
"Twas a kingly gift" said His Excellency in making acknowledgment. "I will tell the King."



Addressing the large audience that attended these opening exercises, referring to this event, Earl Grey said:—
"Ladies and gentlemen, when the workingmen of Canada are setting an example of this character, I hope you will not be slow to follow, and I trust that the example of the Canada Cycle & Motor Co. may be followed, as I am sure it will, in every factory and manufacturing industry throughout the land."

**Muskoka Free Hospital
for Consumptives**

An institution that has never refused a single applicant admission, because of his or her inability to pay.
Seventy-five patients can be cared for to-day. Accommodation could be provided for three hundred if the required money were forthcoming.
To make this possible, our appeal is for \$50,000, to be used in extension of buildings and maintenance of patients.
**Where will your money do more good?
Every community and every individual is interested.**
His Excellency Earl Grey has shown his interest and sympathy in the work at Muskoka for needy consumptives, by accepting the position of Honorary President of the National Sanatorium Association.
Contributions may be sent to Sir Wm. R. Meredith, Kt., Chief Justice, Osgoode Hall, Toronto; W. J. Gags, Esq., 84 Spadina Ave., or J. S. Robertson, Sec'y-Treas., National Sanatorium Association, 347 King Street West, Toronto, Canada.

